ONE SHILLING

The MODEL RAILWAY NEWS

VOL. 29 No. 347 NOVEMBER 1953

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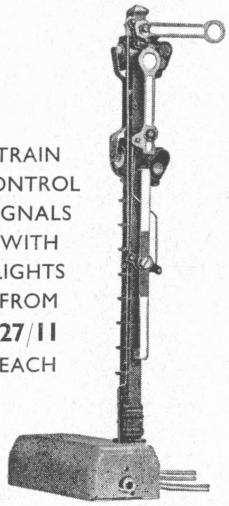

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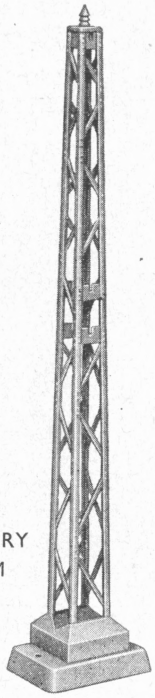

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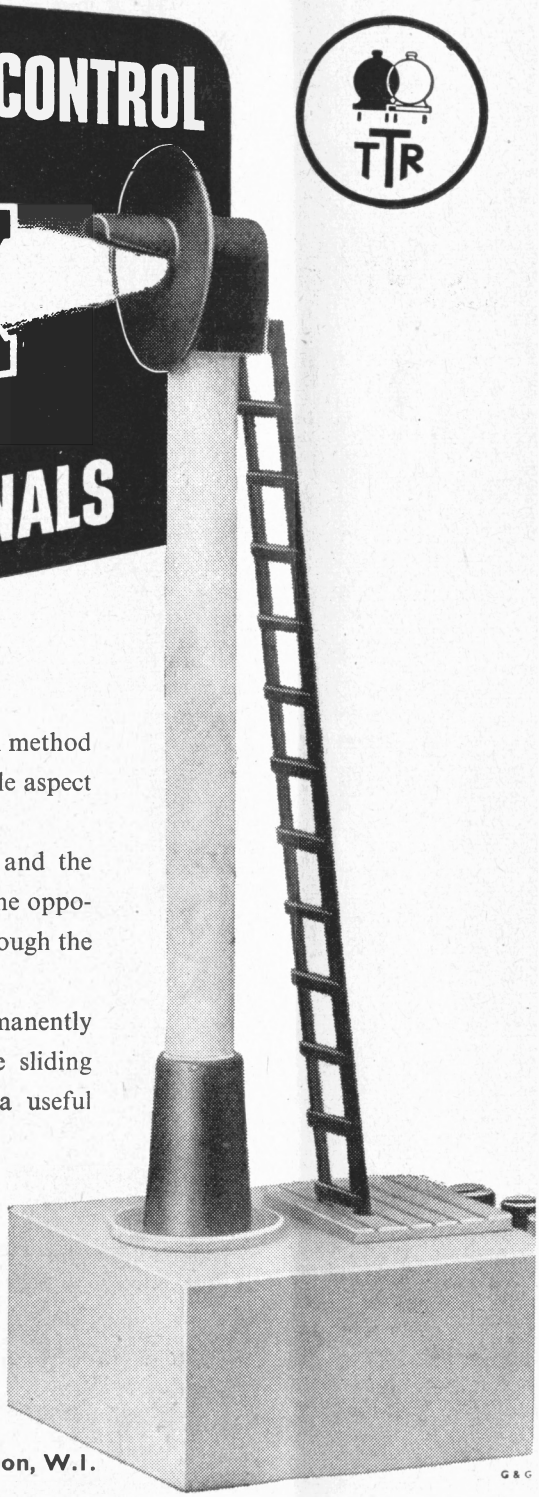

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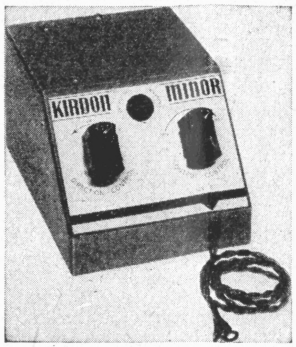

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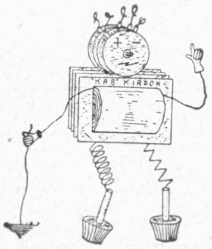

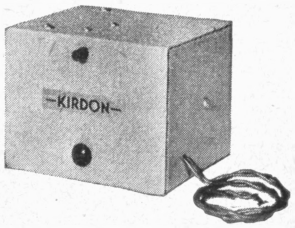

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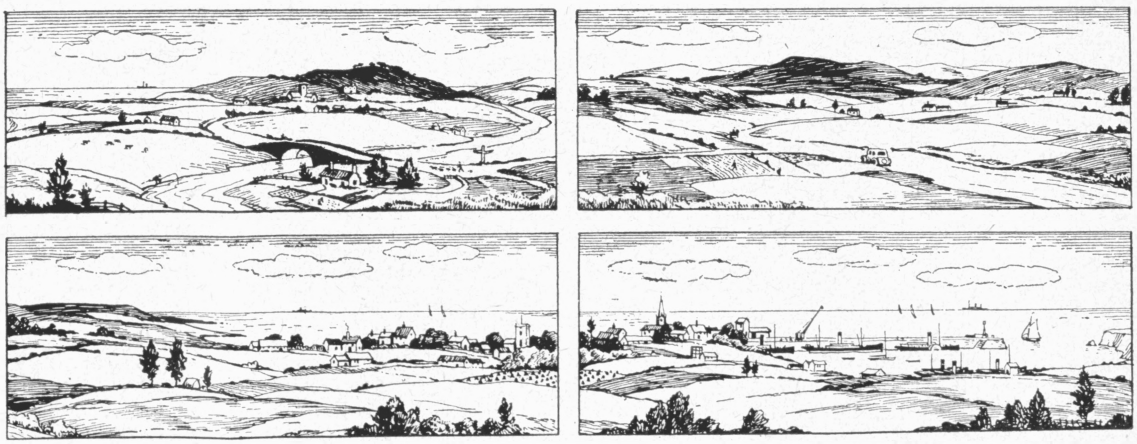

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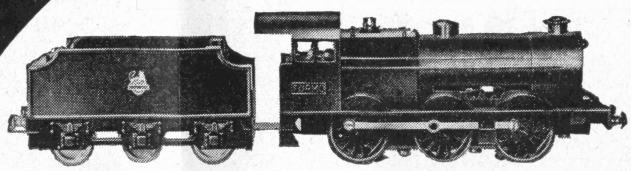

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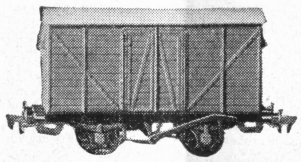

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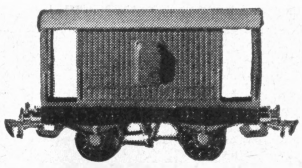

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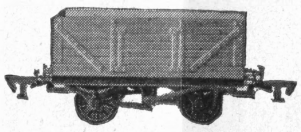

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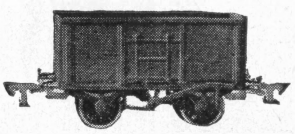

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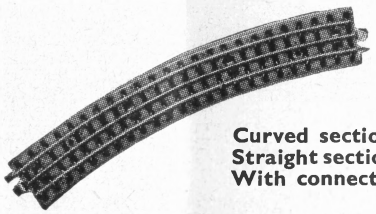

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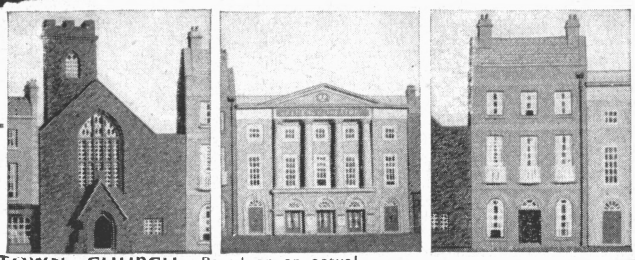

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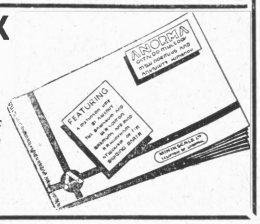

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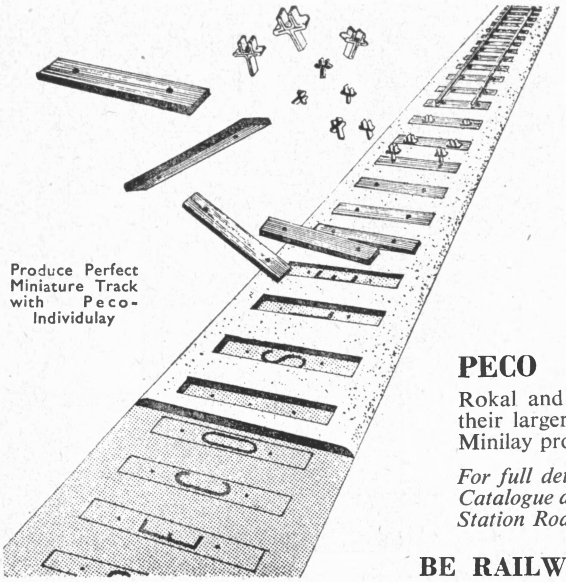

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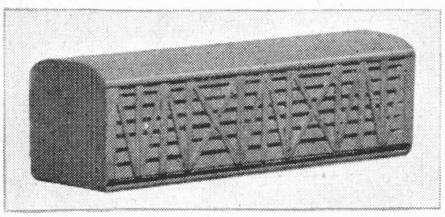

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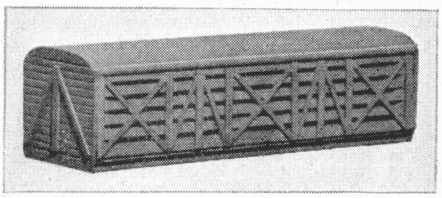

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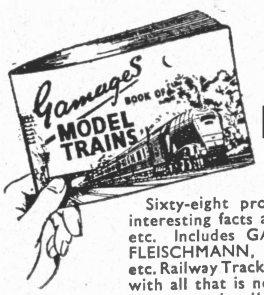

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COVER PICTURE

"Railway Topics" in this issue will be found to be a description of the first trip of the "Plant Centenarian," a special train organised by A. F. Pegler of Retford, and H. T. S. Bailey and J. W. L. Smith of London, in connection with the centenary of Doncaster Works, or "Plant." Before the run, the two old Great Northern engines, No. 990 *Henry Oakley* and No. 251 were placed at an adjoining platform, where they made a "tempting morsel" for anyone with a camera !

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The MODEL RAILWAY NEWS

19-20 NOEL STREET, LONDON, W.1.

WE have received from Germany a full report of the meeting that was called at Ruedesheim, last year, to discuss the question of international standards for model railway dimensions ; there came with it a complete set of data sheets setting out, in tabular and diagrammatic form, all the dimensions tentatively agreed to at the meeting.

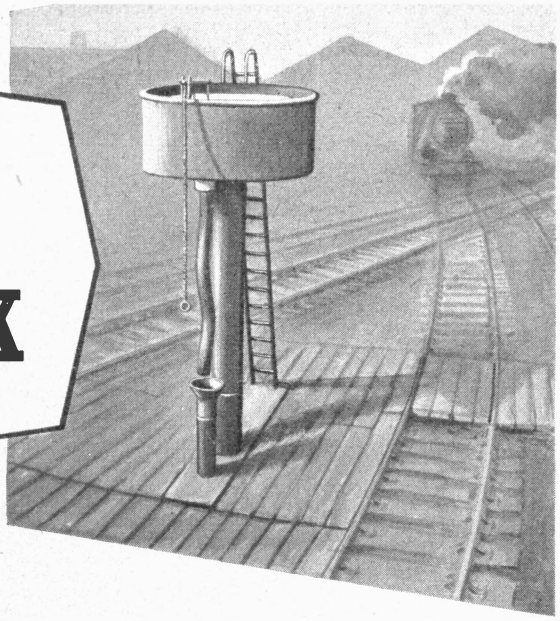
In February last, we made a very brief comment on this matter, and now that we have perused the data-sheets which have come to hand, further thoughts occur to us. One of the most interesting points is that these sheets show conclusively that all the *model* dimensions are based on the modifications that would have to be made in *full-size* practice if similar proportions and ratios were to be applied to full-size wheels and track. This is, of course, perfectly logical and really the safest way of approaching the problem ; but we certainly have never seen it put into practice before. The most interesting example is the sheet dealing with the flanges of wheels ; here we see the prototype flange and the proposed model flange superimposed, both drawn to two-and-a-half times *full-size prototype* dimensions. When seen on paper, the advantages of this idea are at once apparent ; and another very interesting point is that the dimensions, which are all in metric measures, are nowhere given to more than two places of decimals, for either prototype or model ; in fact, in most cases, only one place of decimals seems to be sufficient.

Another instance of the thoroughness with which the information has been prepared is to be found in the sheet headed "Denomination List of Measures." This comprises a list of twenty-seven items, each of which is given a separate letter for denomination. Examples are : A for thickness of rail web ; B for clear width, or space, between wheels (known as the "back-to-back" dimension, in Britain and the U.S.A.), and so on. The items given in the list are strictly adhered to throughout the whole of the data sheets ; that is to say, wherever the letters A, B, C, etc., appear in the data sheets, they consistently refer to their allotted items and nothing else. Moreover, all the sheets are written in three languages, viz., German, French and English.

We cannot but admire the care that has been put into the compiling of these sheets and the boldness with which the problem has been approached and tackled. The one difficulty that we can see lies in the interpretation to be put upon the information given. The diagrams, of course, help enormously to convey the intended meaning ; but will everybody concerned interpret them in the same way ? Obviously, the information must not only mean the same thing to every manufacturer who adopts the proposals, but it must be similarly understandable by all who are going to be concerned with it. This difficulty is not made easier by the fact that translation from one language to another produces phrases that are not universally comprehensible. We notice instances of this in the data sheets we are referring to ; but in most cases, the meaning is clear after a little thought.

The success of a scheme like this, however, depends upon all manufacturers adopting the recommendations. Unless this is done, the whole idea must fail ; the prospects, judging by the experience of the British Railway Modelling Standards Bureau during a period of nearly thirteen years, are not encouraging. But we do not regard the problem as insoluble, and we believe that the benefits to be gained from the adoption of an international set of standard dimensions for model railway wheels and track, in all gauges, are so great that any effort made to achieve them is well worth while.

"O" GAUGE WATER TANK



by H. J. H. Smith

ONE of the most familiar sights on a railway journey or at a station is the water tank, and although there are many different types they all boil down to the style depicted in the accompanying drawing. I have tried to simplify the whole thing so that the model railway man with not much experience can "have a go."

This tank is constructed of the usual materials, i.e., wood, metal, plywood, etc., and first of all you must find a small tin for the tank. The one I used was a fish-paste tin of suitable size, but any round tin can be pressed into service. If it is too tall cut it down to about 1½ in. high. The fish-paste tin has a nice rim round the top, and this finishes the tanks top edge very well. The diameter is about 2½ in. A little bit one way or the other is not very important. Having obtained a tin of suitable size the next item to make is the pillar upon which the tank is secured. I used a piece of dowel wood that was to hand, but a length of metal tubing could be used with equal success. This is fixed in the base, which can be made of plywood, cardboard or something of that nature, ⅛ in. thick. The height of the model is to be decided right from the start. This is a point of importance and must be thought over rather carefully. My policy has always been to keep all overall heights down to the minimum, because the higher your models are the smaller the railway will appear. In a small room, this is a state of affairs to be avoided at all costs. That is why I say the height of this water-tank should be decided on by experiment. It obviously must be higher than your tallest locomotive. The model described is exactly 5½ in. to the rim of the tank, but you must adjust the height as you think fit.

I think the chief difference between a model railway and a "Toy" railway is this important fact, i.e. the "Toy" railway makes no pretentions to scale; the "Model" does. In a toy railway the accessories, such as water tanks, signals, buildings, etc. are not often to scale. You must have seen some terrible examples of this (I know I have), but excuse them because children do not notice it. The appeal is quite different. As a boy grows older he becomes more critical of details, with the result that he demands more accuracy.

The tank is fixed to the pillar by drilling a hole in the centre of the bottom of the tin and screwing it to the pillar with a washer and a good length screw (round head).

The lever on the top of the tank is cut from tin and soldered in position. I was lucky enough to find a fine chain that had once been part of a necklace. This had a small ring attached to it which had been part of the fastener. It so happened to be just the right thing for the chain on the lever of the water tank. To take the tube under the base of the tank solder a nail. The size of the nail depends on the hole in the rubber tube used for the delivery pipe. A length of cycle valve rubber can be used. The stuff I used was taken from the draught excluder that is sold for fixing on doors and windows.

The trough is formed up from tin and fastened to the base.

We now come to the ladder, which may prove the most tricky part of the whole job. First of all decide on the total length of the ladder including the turn-over at the top and the bit that is embedded in the base. Then cut two pieces of stout wire to this length. I fixed these down to a piece of wood with small nails, the right distance apart. The

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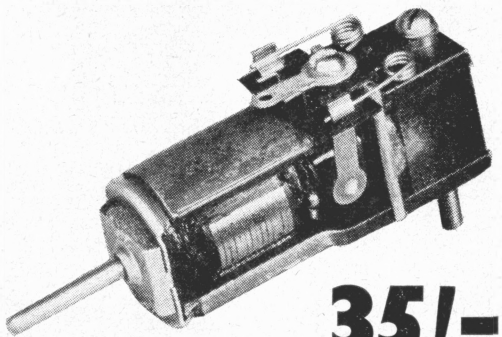

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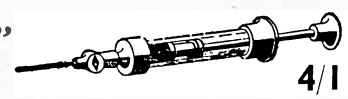

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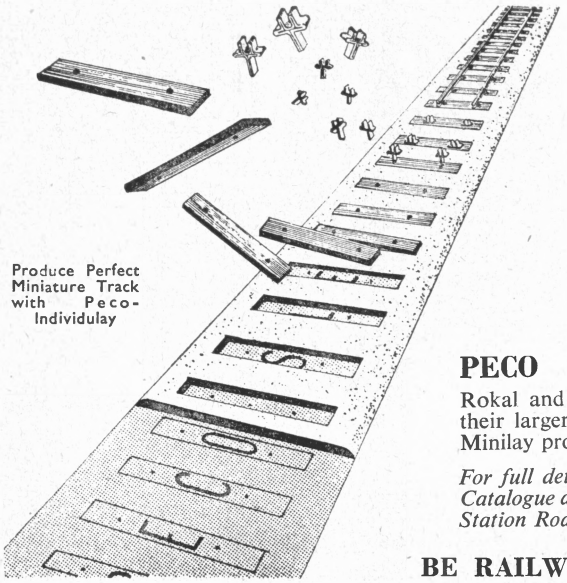

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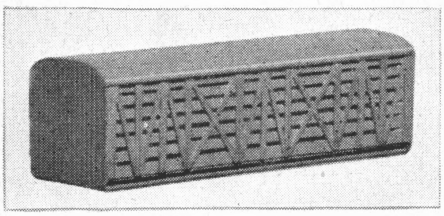

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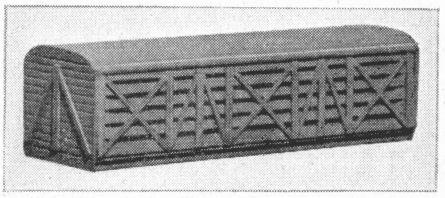

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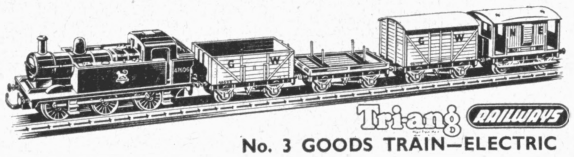

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COVER PICTURE

"Railway Topics" in this issue will be found to be a description of the first trip of the "Plant Centenarian," a special train organised by A. F. Pegler of Retford, and H. T. S. Bailey and J. W. L. Smith of London, in connection with the centenary of Doncaster Works, or "Plant." Before the run, the two old Great Northern engines, No. 990 *Henry Oakley* and No. 251 were placed at an adjoining platform, where they made a "tempting morsel" for anyone with a camera !

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The MODEL RAILWAY NEWS

19-20 NOEL STREET, LONDON, W.1.

WE have received from Germany a full report of the meeting that was called at Ruedesheim, last year, to discuss the question of international standards for model railway dimensions ; there came with it a complete set of data sheets setting out, in tabular and diagrammatic form, all the dimensions tentatively agreed to at the meeting.

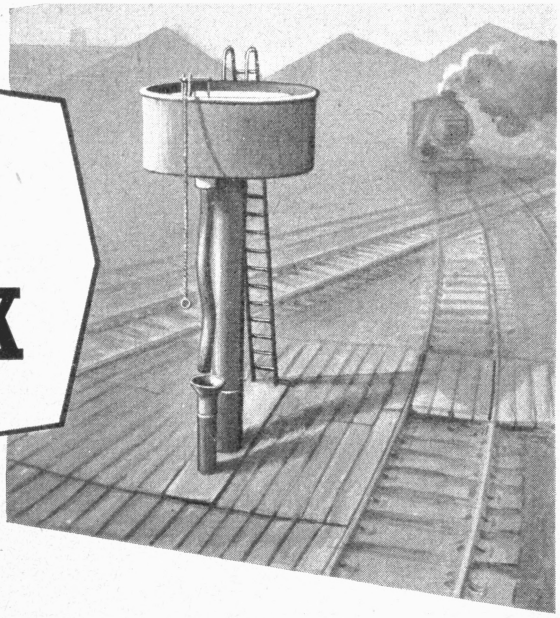
In February last, we made a very brief comment on this matter, and now that we have perused the data-sheets which have come to hand, further thoughts occur to us. One of the most interesting points is that these sheets show conclusively that all the *model* dimensions are based on the modifications that would have to be made in *full-size* practice if similar proportions and ratios were to be applied to full-size wheels and track. This is, of course, perfectly logical and really the safest way of approaching the problem ; but we certainly have never seen it put into practice before. The most interesting example is the sheet dealing with the flanges of wheels ; here we see the prototype flange and the proposed model flange superimposed, both drawn to two-and-a-half times *full-size prototype* dimensions. When seen on paper, the advantages of this idea are at once apparent ; and another very interesting point is that the dimensions, which are all in metric measures, are nowhere given to more than two places of decimals, for either prototype or model ; in fact, in most cases, only one place of decimals seems to be sufficient.

Another instance of the thoroughness with which the information has been prepared is to be found in the sheet headed "Denomination List of Measures." This comprises a list of twenty-seven items, each of which is given a separate letter for denomination. Examples are : A for thickness of rail web ; B for clear width, or space, between wheels (known as the "back-to-back" dimension, in Britain and the U.S.A.), and so on. The items given in the list are strictly adhered to throughout the whole of the data sheets ; that is to say, wherever the letters A, B, C, etc., appear in the data sheets, they consistently refer to their allotted items and nothing else. Moreover, all the sheets are written in three languages, viz., German, French and English.

We cannot but admire the care that has been put into the compiling of these sheets and the boldness with which the problem has been approached and tackled. The one difficulty that we can see lies in the interpretation to be put upon the information given. The diagrams, of course, help enormously to convey the intended meaning ; but will everybody concerned interpret them in the same way ? Obviously, the information must not only mean the same thing to every manufacturer who adopts the proposals, but it must be similarly understandable by all who are going to be concerned with it. This difficulty is not made easier by the fact that translation from one language to another produces phrases that are not universally comprehensible. We notice instances of this in the data sheets we are referring to ; but in most cases, the meaning is clear after a little thought.

The success of a scheme like this, however, depends upon all manufacturers adopting the recommendations. Unless this is done, the whole idea must fail ; the prospects, judging by the experience of the British Railway Modelling Standards Bureau during a period of nearly thirteen years, are not encouraging. But we do not regard the problem as insoluble, and we believe that the benefits to be gained from the adoption of an international set of standard dimensions for model railway wheels and track, in all gauges, are so great that any effort made to achieve them is well worth while.

"O" GAUGE WATER TANK



by H. J. H. Smith

ONE of the most familiar sights on a railway journey or at a station is the water tank, and although there are many different types they all boil down to the style depicted in the accompanying drawing. I have tried to simplify the whole thing so that the model railway man with not much experience can " have a go."

This tank is constructed of the usual materials, i.e., wood, metal, plywood, etc., and first of all you must find a small tin for the tank. The one I used was a fish-paste tin of suitable size, but any round tin can be pressed into service. If it is too tall cut it down to about 1½ in. high. The fish-paste tin has a nice rim round the top, and this finishes the tanks top edge very well. The diameter is about 2½ in. A little bit one way or the other is not very important. Having obtained a tin of suitable size the next item to make is the pillar upon which the tank is secured. I used a piece of dowel wood that was to hand, but a length of metal tubing could be used with equal success. This is fixed in the base, which can be made of plywood, cardboard or something of that nature, ⅛ in. thick. The height of the model is to be decided right from the start. This is a point of importance and must be thought over rather carefully. My policy has always been to keep all overall heights down to the minimum, because the higher your models are the smaller the railway will appear. In a small room, this is a state of affairs to be avoided at all costs. That is why I say the height of this water-tank should be decided on by experiment. It obviously must be higher than your tallest locomotive. The model described is exactly 5½ in. to the rim of the tank, but you must adjust the height as you think fit.

I think the chief difference between a model railway and a " Toy " railway is this important fact, i.e. the " Toy " railway makes no pretentions to scale; the " Model " does. In a toy railway the accessories, such as water tanks, signals, buildings, etc. are not often to scale. You must have seen some terrible examples of this (I know I have), but excuse them because children do not notice it. The appeal is quite different. As a boy grows older he becomes more critical of details, with the result that he demands more accuracy.

The tank is fixed to the pillar by drilling a hole in the centre of the bottom of the tin and screwing it to the pillar with a washer and a good length screw (round head).

The lever on the top of the tank is cut from tin and soldered in position. I was lucky enough to find a fine chain that had once been part of a necklace. This had a small ring attached to it which had been part of the fastener. It so happened to be just the right thing for the chain on the lever of the water tank. To take the tube under the base of the tank solder a nail. The size of the nail depends on the hole in the rubber tube used for the delivery pipe. A length of cycle valve rubber can be used. The stuff I used was taken from the draught excluder that is sold for fixing on doors and windows.

The trough is formed up from tin and fastened to the base.

We now come to the ladder, which may prove the most tricky part of the whole job. First of all decide on the total length of the ladder including the turn-over at the top and the bit that is embedded in the base. Then cut two pieces of stout wire to this length. I fixed these down to a piece of wood with small nails, the right distance apart. The

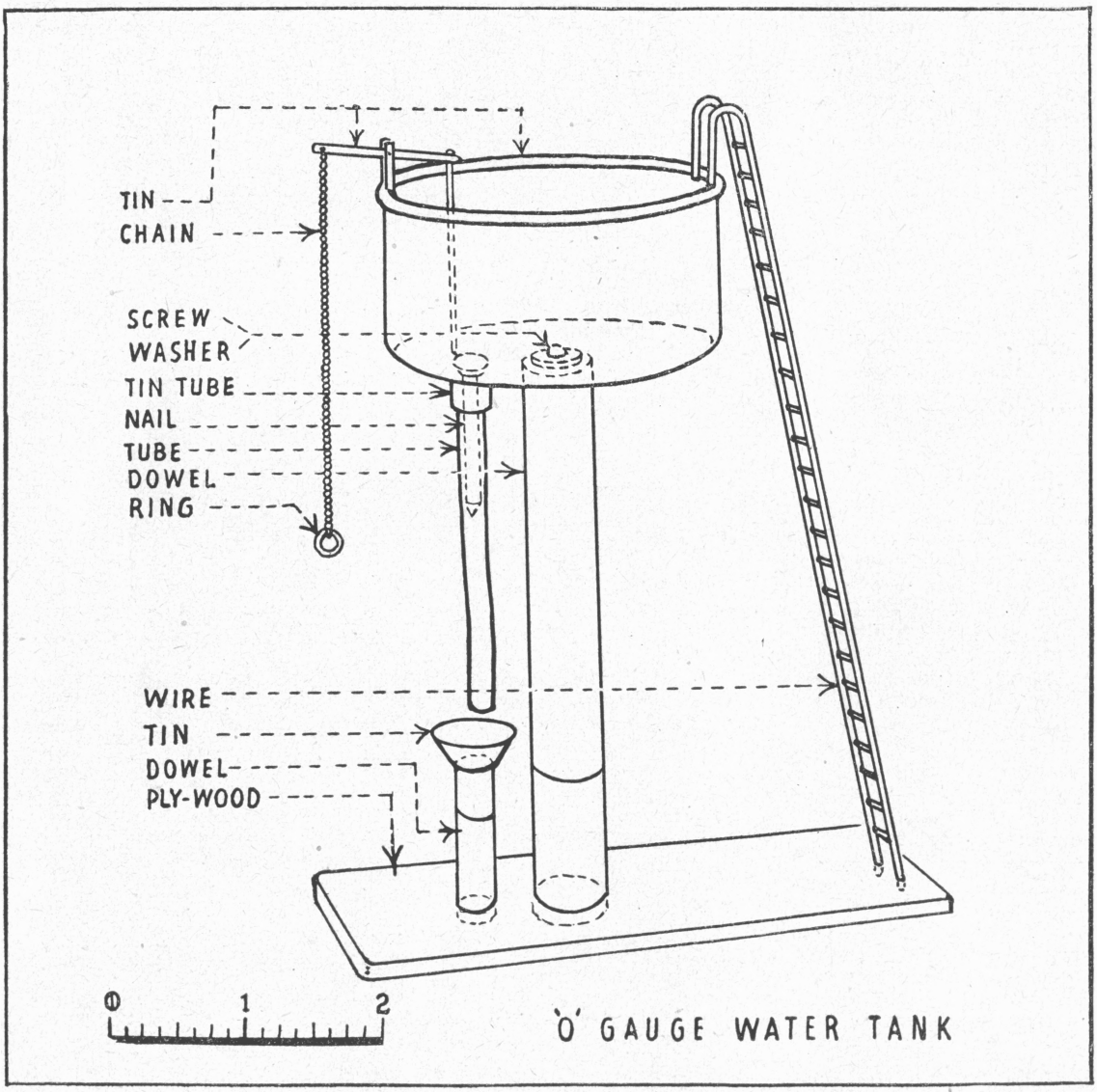
rungs can be short lengths of wire of a smaller diameter or nails with the heads cut off. Place these in the right position between the uprights, about a quarter-of-an-inch is all right.

Touch the joints with flux and apply the soldering-iron, holding the rung steady at the same time. Don't worry if a blob of solder appears, as the whole thing can be cleaned up when you have finished.

Do this to all the rungs, and then take out all the nails holding the ladder and wash off the flux, clean up with an old file and bend over the top, ready to fix to the top of the tank. Drill two holes in the base for the bottom end of the ladder and push in position with some liquid glue. Bend over towards the tank and solder the two top ends in position. You have just about finished the model now, and can proceed to paint it. Don't use " loud " colours as this is another method used by the makers of toy railways. The effect on me when I take a railway journey is a sombre one as regards colour. This is bound to be so because of the smoke and soot that abounds along the busy railway. Of course, it is cleaner on the small country line, but generally speaking, it is more realistic to keep off the bright reds and greens and deaden the shades slightly.

The model described was painted in buff for the tank, white for the top part of the pillar and dead black for the ladder and other parts.

I think you will enjoy making this little model and it will make a useful addition to your layout.



This is

"O" GAUGE

BUILDING A STROUDLEY DI TANK

by M. H. Cox

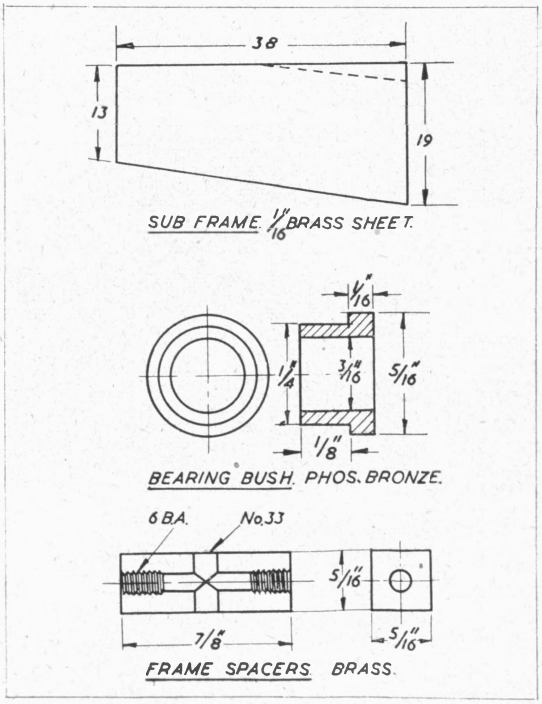
BEFORE making a start on the frames of our diminutive tank locomotive, it will be as well to decide in your own minds just how much detail you wish to include on the finished job. I know this sounds rather like reading the end of a book before the beginning, but, in this case you do need to know what the ending is to be. After all, detail work has to be fixed to the main structure somehow, and, whilst soldering bits on may be all very fine with steps, or lamp brackets, it's not so good for brake gear and sanding apparatus. So, make up your minds here and now whether this is to be a utility, or de-luxe model.

This business of adding detail to finished models can be no joke—I have in my possession now, a very pleasant model of a Southern "Schools" class locomotive. It has been well made, and its dimensions are fundamentally correct, and it is most beautifully painted and lined, but it has nothing but the barest essentials of detail work on it. I am still trying to find some way of adding the blobs and gadgets without having to repaint the whole job. I know my efforts at painting and lining won't be a patch on the existing ones.

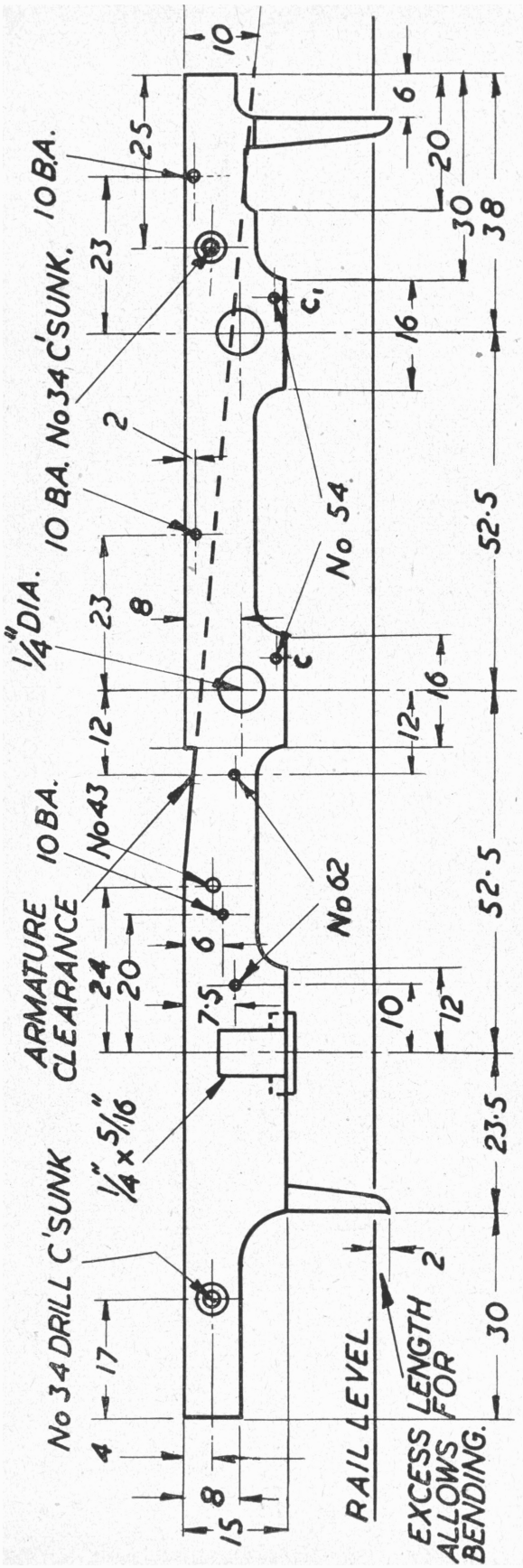
The main frames are really quite a simple job and are cut from $\frac{1}{16}$ in. material. I use brass for these small models. Mark out one frame to the outline shown in the frame drawing. How you continue from here is a matter of choice. I think I have tried every known method by now and I, personally, seem to get on quickest with the following way.

Cut out the one frame roughly, first, with a small hacksaw and cold chisel, or using one of the tension saws, such as the Abrafile, for curved lines, and the chisel for straight. One of these frames can be roughed out in this way in five minutes, or even less. Use a chisel of about $\frac{1}{2}$ in. blade, be sure it is sharp, and use it the right way, i.e., so that the lower ground face of the cutting edge lies flat on the vice jaw. The cut should be made across the vice, but inclined in the direction of cut by about 20 deg. Provided that the top edges of the vice jaws are in good condition, it is, with a little practice, possible to cut a very clean edge in this way. One that needs little more than a touch with a file to complete. Try cutting a few practice pieces first—you'll soon get the knack.

Having cut out the first frame, file it carefully to shape, and finish by draw-filing the edges. Now clamp this frame to the blank material of the second frame and drill the two 6-B.A. holes at the ends of the frames, for the stretchers, right through both frames, drill size is 34. Now scribe round the finished frame on to the blank, making sure you leave a clear impression right round. Of course, if, as I do, you cut the frames from strip material, you use one edge of the strip to form the top edges of the frames. Now cut out the second frame roughly and file up to the line—don't be too posh about this one now, but, when you've rough filed it, screw the two frames together, by the holes you've drilled, and clean up finally. You will



(*Continued from page* 174, THE MODEL RAILWAY NEWS, *August*, 1953).



use the first, and accurate frame as a filing gauge. Because it was finished by draw-filing, it will be very easy to see when this surface is touched by the file you are using to trim the second frame. Finally, draw-file the edges of both frames and clean up. Remember that the $\frac{1}{4}$ in. wide slot for the trailing axle should be filed carefully to be a snug sliding fit for a piece of $\frac{1}{4}$ in. square material.

The outline shape of the frames is now complete, but it remains to drill all the required holes in them. The holes for the driving and coupled axles are the master holes, and their accuracy is vital. Make sure that your marking out is exact for a start—then centre pop carefully, right on the intersection of the lines, and with the punch quite vertical make a light pop. If this is in the right place, increase it till a suitable dimple is made to start a small drill, say, 3/32 in. Drill through with this size, and then, carefully, open out with successive drills till the hole is $\frac{1}{4}$ in. diameter. The remaining holes are not quite so vital, but it still pays to take care, and it's good practice to do every job as though it was absolutely critical—that's how good models are made. Remember that the 6-B.A. hole between driving and trailing axles is drilled first No. 43 through both frames, then, when the frames are separated, *one* of them is tapped 6-B.A., and the other opened out to No. 34 drill, countersunk on the outside. However, more about that later, for now, just drill No. 43 through both frames. The 10 B.A. tapped holes are for the brake hangers, so, if you don't want brake gear, you don't want the holes, but my advice is to drill them anyway. You might want to fit it one day, or someone else might ! The little holes, No. 55 drill, at the bottom of the frames, marked C. & G., are for the stud collector suspension, so their existence or not is entirely up to you.

The guard irons are not a part of the main frames on my own chassis, because the strip I used for the frames was only 1 in. wide, and so would not provide sufficient length for the irons. If you use wider material, it would be feasible to make them integral with the frames, though the irons so formed would be rather thick and clumsy, and I think it would make the business of cutting out a good deal more tricky. I usually fit the irons by silver soldering them to the frames in the same way I described for the N.E. engine.

The little sub-frames for holding the motor in position also represent the lower part of the ash-pan in the full size job. I often think how naked some models look because they have not got ash-pans fitted. If you look at the side view of any locomotive, you will see that there is a tremendous amount of clobber hanging down underneath it, springs, ash-pan, pipes, brake gear, all kinds of things, and it isn't at all easy to see through the engine anywhere, until you come down to only an inch or two above rail level. Now take a look at the average model—nothing below frame level except daylight !

Cut the sub-frames in the same way as the main frames, and file to shape, then clamp them in

position between the main frames so that you have a four layer sandwich. Put screws through the two 6-B.A. holes as before, but use a spacer on each screw $\frac{1}{8}$ in. thick to avoid bending in the ends of the frames. Note that the top front edge of the sub-frames should just coincide with the front of the cutaway in the main frames for the motor armature. When you are satisfied with the positions drill through the three sets of holes in the main frames. Open up the sandwich again, and lightly countersink the $\frac{1}{16}$ in. holes on the outsides of the main frames, and the insides of the sub-frames. It will be quite satisfactory to do this countersinking with a drill twisted between your fingers. Now, using $\frac{1}{16}$ in. diameter soft wire of some sort, rivet the two items together. This will serve to locate the sub-frame accurately on the main frame while you sweat the two together with soft solder, but don't do this until you are ready to fit the bearing bushes. There's not much point in heating the frames up more than necessary. However, supposing that the sweating has been done, file off the rivet heads flush with the frames inside and out, and, if you've done the job well, no one will be able to see where they were. File the armature clearance to match the main frames.

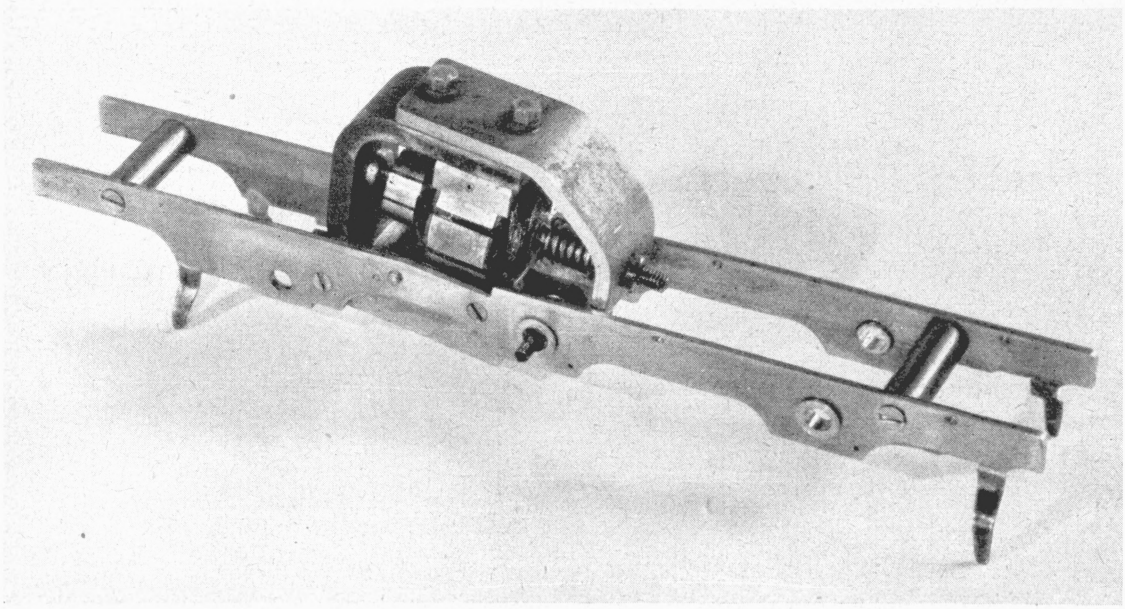
Now, going back to the matter of the 6-B.A. hole in the frames at this point, tap 6-B.A. right through the two thicknesses of metal of the right-hand frame. The other frame assembly is opened out to No. 34 drill, and countersunk on the outside to take the head of a 6-B.A. countersunk head screw. Whilst countersinking this hole, you may as well do the two holes you have been using to screw the frame pairs together, The metal is removed on the outside of both frames.

The frames themselves are now complete, and it remains only to make and attach the various bits and pieces that will turn them into a locomotive chassis. First of these are the bearing bushes already mentioned. These are a simple turning job, and require no elaboration other than the drawing. If no lathe is available, make them as detailed for the N.E. locomotive from lengths of $\frac{1}{4}$ in. o.d. $\times$ $\frac{3}{16}$ in. i.d. brass tubing. Remember when sweating in the short lengths for the driving axle to do so with the frames assembled and a length of $\frac{3}{16}$-in. rod through the bushes—$\frac{1}{32}$ in. must project outside the frames in each case.

The frame stretchers or spacers, are made from $\frac{5}{16}$ in. square brass rod—part off two $\frac{7}{8}$ in. lengths. True the ends, drill No. 43 and tap 6-B.A. to a depth of $\frac{1}{4}$ in. In the centre of each stretcher drill a transverse hole with a No. 34 drill. The finished product is shown in the appropriate sketch. A drawing is also given of the keepers which serve to retain the trailing axle bearings. This bearing is merely a 1 $\frac{1}{16}$ in. length of $\frac{1}{4}$ in. square brass rod, drilled lengthwise $\frac{1}{8}$ in. or rather drilled No. 31 and reamed out to $\frac{1}{8}$ in. for the axle to run in. The keepers are cut and filed from $\frac{1}{8}$ in. $\times$ $\frac{1}{8}$ in. $\times$ $\frac{1}{16}$ in. brass angle, and soldered to the inside of the frames in the position shown dotted on main frame drawing. By inside of frame, I mean the vertical part of angle inside, and the horizontal part bearing up underneath the frame.

All should now be ready to assemble the frames, and this is done with four 6-B.A. countersunk head $\times$ $\frac{1}{4}$ in. screws into the stretchers, which are located so that the transverse hole is vertical. These are the screwholes for fixing the chassis to

(*Continued on page* 237)



Chassis of the D1 so far

Layout PAGE

Most beginners ask, "How small a space can I use for a model railway?" So, for the time being, we shall concentrate on the smaller layout. This month's design fits into 6 ft. × 6 ft. 6 in. and even smaller ones of varying shapes are on the way. Larger and more complex designs will come later, when the cramped enthusiast has been served.

THIS layout presents the maximum amount of scenic arrangement in the space available and avoids the "train chasing tail" effect that is apparent on most very small layouts.

On normal turnouts, right or left hand straight, a length of 9 in. overall is allowed for. There are no gradients (these are pretty nearly impossible in such a small space) but interesting levels are arrived at by elevating some roads and dropping a river below track level.

Hogsnorton represents a small town and trains arrive consisting of two or three coach six-wheeled stock and a tank engine. Occasionally one or even two bogie coaches arrive after splitting from the main line train at the next imaginary town. These arrivals proceed from the straight length of track in the cutting in the top left hand corner, through the longest tunnel and thence into the platform at Hogsnorton.

Waiting in the bay is a push-pull connection which takes passengers round to the little fishing port of Oyster Creek. After the "right away" the push-pulla proceeds round and over the trestle bridge and into the long tunnel and then on to the straight track in the cutting at the top lef-hand corner of the layout. After a suitable delay it reverses out and proceeds through the tunnel on the branch line to Oyster Creek.

The push-pull can then proceed back again to Hogsnorton where the connection for the London train has been prepared, locomotive run round, watered and coaled.

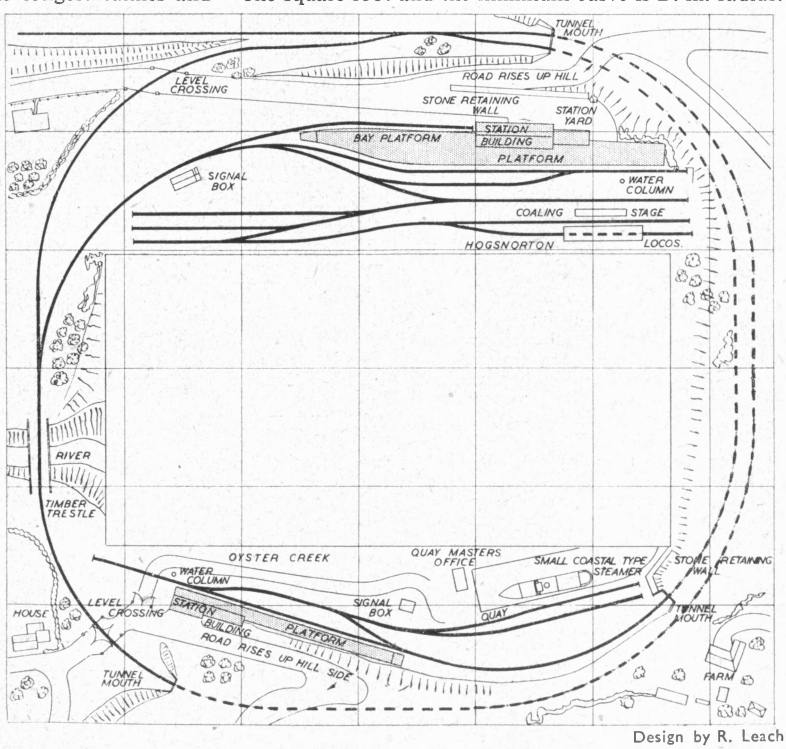
Goods trains proceed between Hogsnorton and Oyster Creek and fish traffic takes pride of place. One or two fish vans can be pushed on to the rear of the London train before departing and the "empties" returned on the next arrival.

The motive power department need consist only of three or four tank locomotives and the rolling stock be limited to two bogie coaches and some four and six-wheeled coaches. Goods traffic need not be large although quite a number of wagons and vans can be accommodated in the various sidings and still leave ample room for shunting operations.

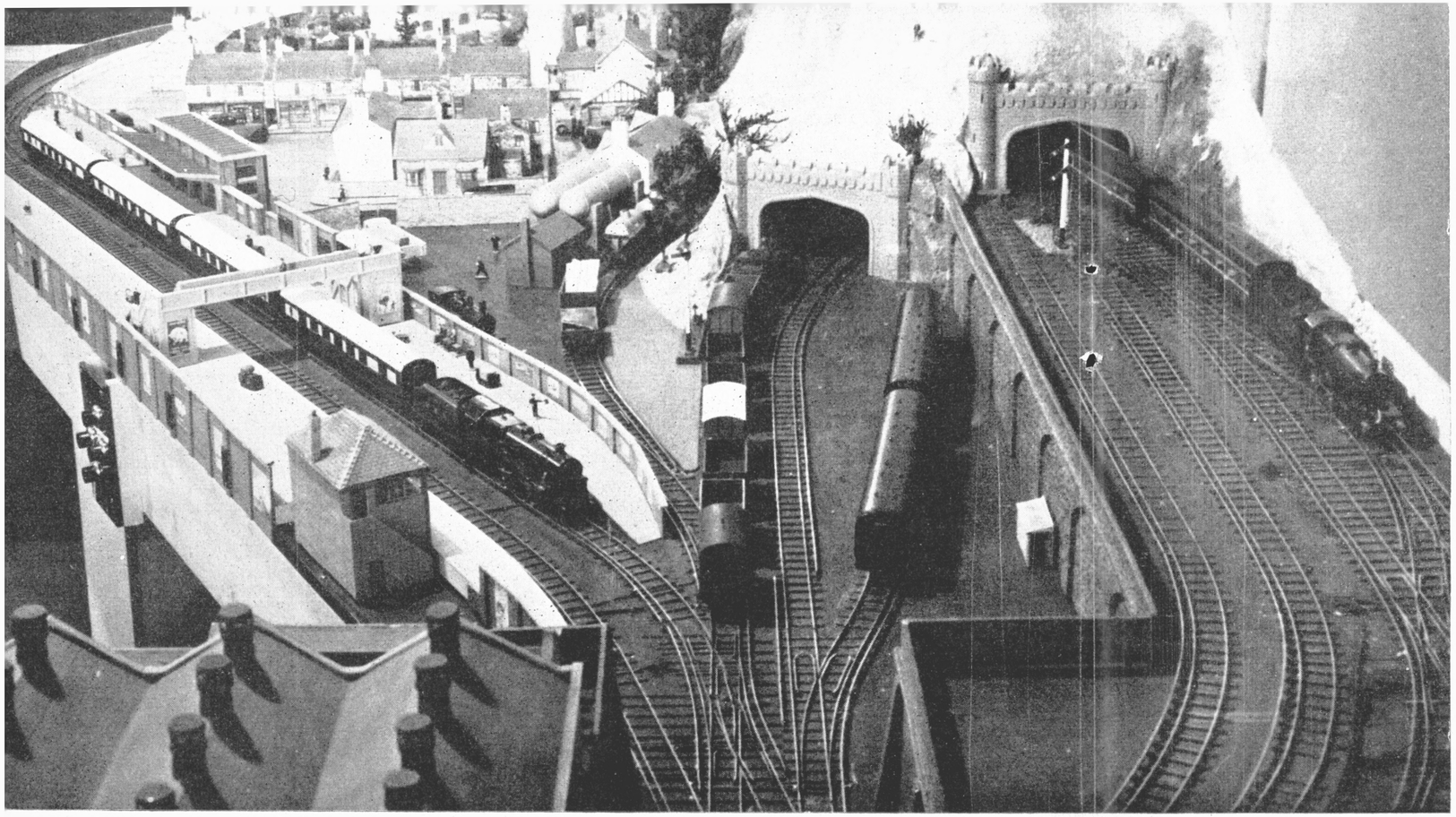
One last point. Should the modeller reach the happy stage where more room is placed at his disposal, easy extension is arranged. The straight length of track at the top left hand corner of the layout is connected to the new layout on lengths of track.

The possibilities of this layout from the scenic and operational angles are good—time table running is even possible, as a train can make any number of complete circuits before coming to rest at Hogsnorton, Oyster Creek or on the reversing track.

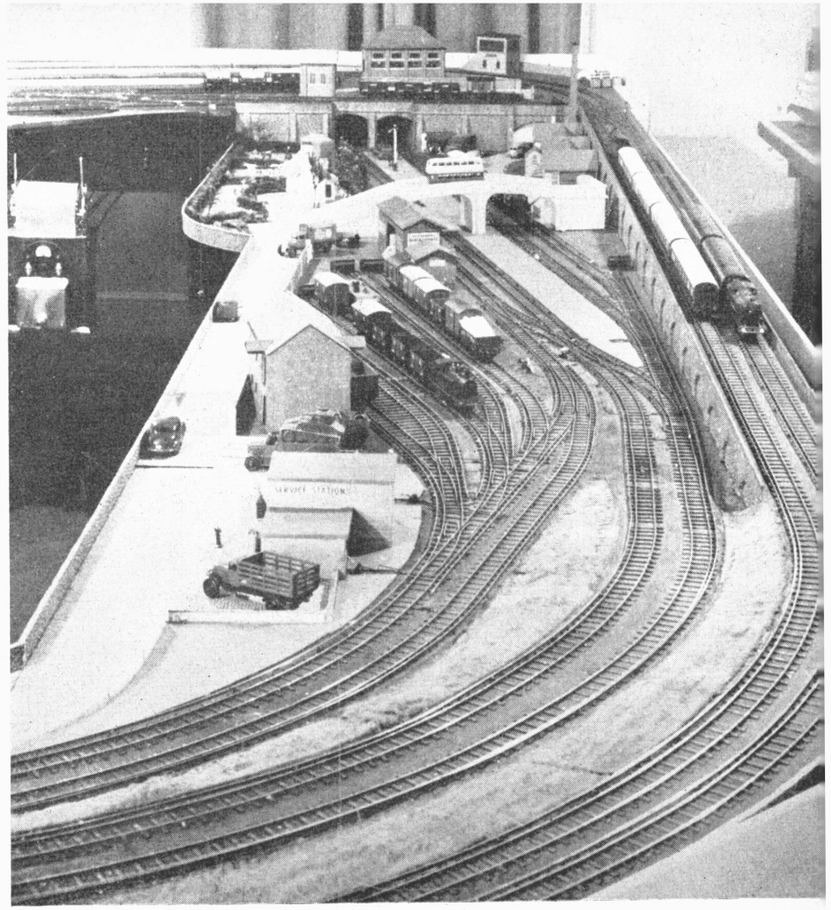
For "OO" gauge, each square on the plan equals one square foot and the minimum curve is 24 in. radius.



Design by R. Leach



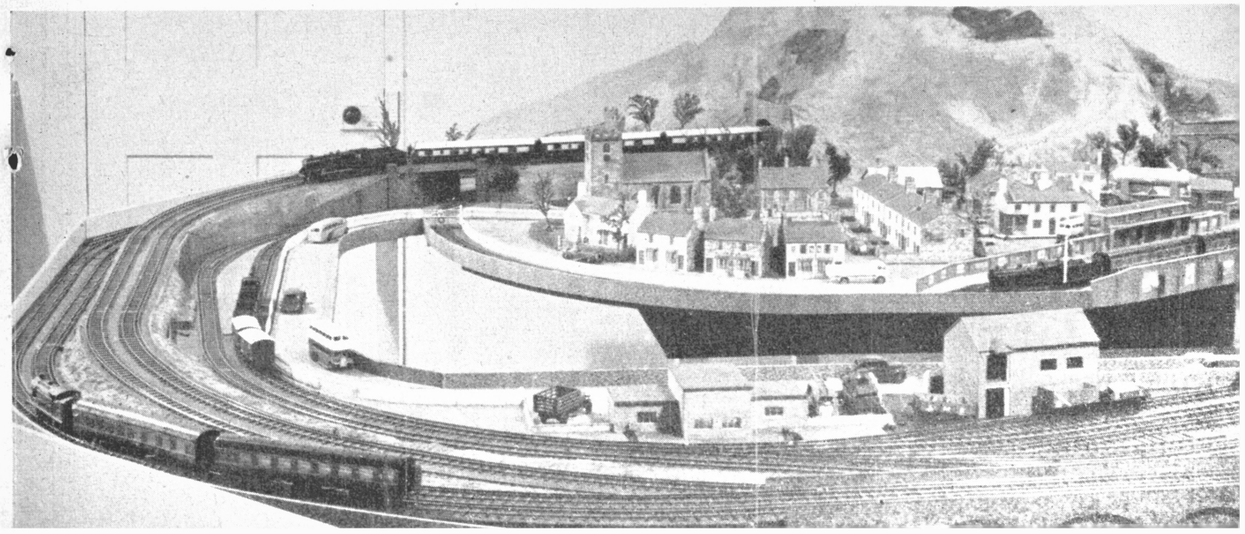
North end of village station. Note that the high and low level tracks cross over in the mountain. Locomotives on view are the 5XP and a tanker. The push switches at the left operate solenoid points at south end of tunnel



The goods sidings. On the right is the 1 in 80 gradient up to the main station. The low level line burrows underneath in the background

A MODIFIED "00" LAYOUT

General view of the south end. The overall size of the layout is 15 ft. × 9 ft.



SOME time ago Mr. E. Twemlow of Congleton acquired from Mr. Vacy-Ash the track and baseboards of his old layout which he had to dismantle some years ago. A considerable amount of work has been carried out to get it into the condition shown.

There is approximately 400 ft. of " Mellor " track and over 50 points. Much of the track was still good as acquired and still fastened to the baseboards. About one third had to be relaid, and all the points had to be connected up. The majority of them are worked by a push-pull knob on the main panel and worked by spring steel wires in copper tubes.

The engine shed and one or two other buildings were bought from Mr. Vacy-Ash, but almost all the other buildings are made from " Bilteezee " cards, for the design of which we have to thank the same gentleman. The village is made entirely of these card buildings.

The mountain is made with a plywood frame covered with fine wire netting. This is covered with curtain material soaked in plaster of paris. The material was first soaked in a thin solution and then in a stiff solution, as the lumps left on the cloth from the stiff paste make the surface of the material ideal when dry and give the effect of rock outcrops if painted. Pieces of sandstone, chipped from a large stone were then set in and the whole painted with pastel colours when dry.

The locomotive stock consists of one pre-war Hambling L.M.S. 5XP Class 4-6-0, two 0-6-0 Stewart-Reidpath tanks and one 4-4-0 4P Class made from a K.M.R. kit.

The layout is not finished and there are big plans for the future.

Above: View from the south end. On the control panel (centre) each section is connected by telephone type plugs

Below: View from the north-east. Part of the main station, still uncompleted when this picture was taken, can be seen on the right-hand side

SPRUNG BOGIES

Anyone can make sweet running bogies

D. A. Williams shows you the easy way

MY own railway system is semi-permanent and, in common with many layouts of this type, the joints between the sections give trouble by causing the track to wind. My original stock with unsprung wheels would sometimes derail at the joints and after many fruitless attempts at lining up the sections, it was decided to spring all new stock.

In the prototype springing, the vehicles are floated on the springs and may move up and down, but in model form the best method is to fit springs that allow the wheels to move in a downward direction only. Fitted thus, all springs are fully depressed when the vehicle is sitting on a level piece of track. This method would not be suitable for full-size rolling stock for it would ride like roller skates on a cobbled road, but in a model coach we do not have to worry about the passengers' constitutions and therefore the second method is the easier. Anyone who has tried to line up a set of vehicles by bending the springs will endorse this and nothing looks worse than a set of coaches with a roofline giving a passable representation of a gradient diagram.

A permanent weakness in my pocket-book makes orders for batches of fully sprung bogies from the trade inadvisable and therefore purchases are limited to wheels and side castings. These side castings, although fairly well detailed, often incorporate a snag when the axle holes are not equidistant from the ends, and if the existing bearing holes are used the modeller has the choice of two types of faulty bogie ; one with the axles off square from the sides, giving it a crablike motion and the other with sides that are not opposite, causing one side of the bogie to arrive at the terminus in advance of its twin ! To get round this difficulty a type of bogie was designed to eliminate the use of the cast bearing holes and to enable the wheels to be dropped out for overhaul if necessary.

As a preliminary step, the bearing holes were filled by putting a piece of cored solder in the hole and heating with a small hot iron, taking care not to overheat the casting and finish up with a heap of molten metal on the bench. Enough solder was fed in to fill the hole and then some, and the excess filed down flat with an old file. My little 12 V pencil iron proved ideal for this job. It might be found easier to fill the hole with a piece of screwed brass rod but this is a matter of personal choice. As received from the dealers the edges of these castings are tapered to enable them to be easily removed from the die during casting and the finished bogie is greatly improved by filing the edges square and generally cleaning them up. The truss rods are a bit of an eyesore on the S.R. types, and are better sawn off and replaced with a length of 26 gauge wire with each end flattened for about 8 mm. Any bits and pieces of this type should be well tinned before attempting to solder them to the cast sides as this speeds up the process and reduces the danger of melting the lead alloy.

A simple wooden jig as shown in Fig. 1 was next made to simplify the assembly of the sides and to ensure that everything turned out square and upright. The base of this must consist of a flat, repeat flat, piece of wood, as any irregularity in it will be transferred to the finished bogie. The two spacing blocks must be of identical length and have square ends and if a fair number of bogies is needed are best made of hardwood. No particular size is shown on the diagram as it will depend on the particular standard used on the modellers' own system. Two further blocks of wood were used at the sides to hold the side castings in place during soldering. They bear on the ends of the axleboxes and when screwed up should be tight enough to hold the bogie sides firmly in place.

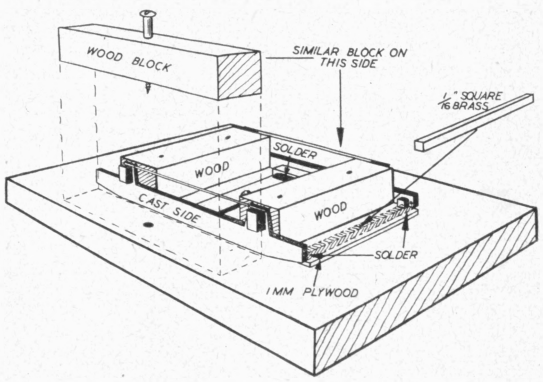


Fig. 1. The wooden jig

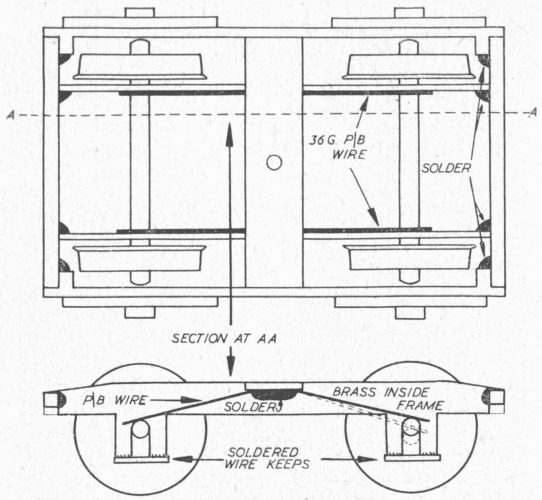


Fig. 2. General assembly of bogies

Note the piece of 1 mm. ply glued at the ends to bring the end stretchers up to the correct height. It is worth while spending a little time making an accurate job of this jig as it can be put aside for future use when the traffic department calls for more coaches.

When using this jig, the cross stretchers were cut first from 20 gauge brass and it was found advisable to drill the bogie pivot holes at this stage, as the finished bogies do not take kindly to the weight of a hand-drill. Before placing the sideframes in the jig they were placed back to back and the ends filed square, as one side usually tends to overlap the other. After placing the stretcher and the sideframes in the jig the two wooden blocks were screwed down, the assembly checked up for squareness and the stretcher soldered on. End stretchers were added from $\frac{1}{16}$ in. square brass sold by Hamblings for coach truss rods and the body of the bogie was complete.

Now came the construction of the inside frames and these were shaped more or less to the outline of the bogie sides. (See lower part of Fig. 2.) It was found quicker to scribe them out as a block on the same sheet of brass rather than mark them out individually as some of the dimensions (such as the wheelbase) can be carried down as a continuous line. Twenty gauge brass sheet was used and clearance size holes for the axles were drilled first before attempting to saw the frames out. It is a help to make the frames a little too long as then they can be filed until they are a snug fit between the end stretchers. When the outline of the sides had been sawn, two sawcuts were made up to the axleholes to form the U-shaped bearing slots and if the axles did not slide freely up and down the slot was eased with a fine Swiss flat file. Two of these bearing plates were then fitted in the previously made bogie assembly and soldered to the end stretchers, leaving sufficient clearance between them and the bogie sides to allow the wheels to drop in. (See Fig. 2.) The wheels were next doctored by sawing off most of the projecting axle and filing the remainder down until they would slide into the bogie frame without jamming. The ends should, if possible, be domed. Care was taken to avoid too sloppy a fit as the resulting sideplay is often the cause of buffer-locking. This job being done, two pairs of wheels were placed in the inside bearings and the bogie set down on a level surface. (Don't put them on your track, if you will pardon the implied insult.) If the bogie did not touch down and make a four-point landing (with apologies to aero-modellers) a hot soldering iron applied to the offending joint of the inside bearings enabled it to be adjusted until all rock was eliminated. Care was taken at this stage to see that the outside frames were also level and parallel with the ground. After removing the wheels, springs were bent up from 36 gauge phosphor bronze wire and soldered to the bogie assembly. (Fig. 2 again.) All the work that remained was to replace the wheels and solder 26 gauge wire keeps under the axle slots to stop the wheels falling out. The keeps are best soldered on in the form of a long piece of wire and the surplus snipped off after fixing, for any attempt to solder tiny pieces of wire on will result in toasted fingers.

All this may seem a lot of work compared with popping round to the dealers and buying a completed pair of bogies but there is a great deal of satisfaction in making your own and the result is a very free-running bogie with bearings that are very easy to clean and oil.

FOR THE BOOKSHELF

Railways Before the Grouping—No. 3. The Lancashire and Yorkshire Railway. By E. Mason. (Hampton Court: Ian Allan Ltd.) 32 pages on art-paper. Illustrated. Price 3s. net.

This is an excellent addition to a useful and informative series; its author provides what he describes a " thumb-nail sketch " which is, however, comprehensive enough to cover six pages in small type. The notes are extremely interesting and bear the stamp of authority and accuracy, which is only to be expected from an enthusiastic author who spent many years of his life in the employ of the old L. & Y. Railway.

The illustrations, many of which are by the author, are supremely satisfactory and provide a visual cavalcade from the earliest to the last years of a railway which, in its part of the country, enjoyed much popularity and has contributed in no small measure to railway development in Britain.

WITH THE CLUBS

The Model Railway Club

Fifty-eight enthusiastic clubmen met at the Imperial Hotel, Birmingham on October 4th to make the Third Birmingham Conference a complete success. The conference was jointly organised by this club and the Manchester Society. The Birmingham, Leicester, Leeds and Merseyside clubs were also represented.

After a useful business session, informal groups examined the day's display of models (see photograph).

It was agreed to hold subsequent Conferences on the 1st Sunday of October. The 1954 Conference will, therefore, be on Sunday, 3rd October, the venue to be announced.

There is an L.M.S. Track Night on the 5th November and the Annual Rummage Sale is on the 19th. Both meetings commence at 7.30 p.m. in the Ambulance Room, Waterloo Station, London, S.E.1.

Particulars of the club may be obtained from the Hon. Secretary, D. A. BOREHAM, 34, Shrewsbury Road, London, N.W.10.

Billericay Society of Model Engineers

The above society has been fortunate enough to obtain permanent headquarters in Billericay. It caters for all branches of model making and engineering and has an extensive programme before it for the coming winter months.

All modellers in the district are invited to contact the Secretary: R. LEACH, at 6, Mayflower Road, Billericay, Essex.

The North Middlesex Model Railway Club

September is not a good time for club exhibitions, as preparatory work is hindered by holidays. A lot of hard, last minute work had to be put in for our second annual exhibition, held at Lacey Hall, on Saturday, September 26th, but we just made it and opened the doors only 5 min. after the advertised time. Despite our last minute apprehensions, the show was a great success and was attended by some 400 people.

The working exhibits comprised the club's "OO" gauge 35 ft. layout for 2- and 3-rail working, the 2-rail layout made and operated by our junior section a large portable "OO" layout and an "O" gauge tramway made and operated by Mr. Sawford. There was a big display of club models, photographs and club bulletins. Messrs. Mascall and Dyer, of the North London Model Engineering Society kindly consented to judge the competition sections and made the following awards: 1st and 2nd prize for locomotives, N. Hazlewood, 1st and 2nd prizes for rolling stock, G. Sawford. 1st prize for scenic accessories, A. Paget, 2nd prize A. Frost. The premier award for the best model in any section was given to N. Hazlewood for his G.W. pannier tank.

Several visitors were enrolled as members and any interested readers living in the district are invited to contact the Secretary: R. JAGGARD, 134, North Circular Road, N.13. Tel.: PAL 0900.

National Model Railroad Association

The Boy Scouts Association of Edinburgh and Leith have taken the largest Exhibition Hall in Edinburgh, the Waverley Market, for a Scout Fair from the 14th to the 21st November, 1953.

Among those who will have stands at this fair will be the British Region of the National Model Railroad Association of America, who will be showing a fine selection of models of American Railroad locomotives, diesel, steam and electric, and passenger and freight cars and lineside equipment. In addition there will be a cinema show of American railroad films in sound and colour.

Full particulars from MR. W. L. KIDSTON, 6, Chester Street, Edinburgh 3, the local "N.M.R.A." organiser. (S.A.E. *please*).

Epsom and Ewell Model Railway Club

The Talyllyn Railway Preservation Society will present an illustrated talk about the railway and the work of the society during our meeting at 7.30 p.m. on November 19th, at Pit House, Cheam Road, Ewell.

Hon. Secretary: P. D. MCCANN, 115, Elmstead Gardens, Worcester Park, Surrey.

The Four and Two Model Railway Club

The Gunnersbury M.R.C., late of 526, High Road, Chiswick, W.4, which had to be disbanded owing to the loss of premises, has now been re-formed and has been renamed "The Four and Two M.R.C."

New premises have now been obtained in Chiswick and the club meets every Friday evening at 8 p.m. The "OOO" (2 mm.) layout as shown at the 1951 and 1952 exhibitions, at Central Hall, Westminster, has been installed and is now in the process of modification. It is hoped to make a start on the "OO" (4 mm.) layout based on the original Gunnersbury M.R.C. layout early in the new year. All the necessary equipment is available.

There are now vacancies for new members in both the "OO" and "OOO" groups and all those interested should contact the Hon. Secretary: MAJOR C. D. A. PROVO, M.B.E., 143, Watchfield Court, Sutton Court Road, Chiswick, W.4.

Conference expressions—a study at the Birmingham meeting. See the Model Railway Club notice

The Wakefield Society of Model and Experimental Engineers

We shall be holding an exhibition of models at Service House, Providence Street, Wakefield, on November 6th and 7th. This is the first exhibition of a not-very-old club. We have a small section of railway modellers and would welcome anyone interested in this or any other form of model engineering in our locality.

Hon. Secretary: T. H. SPINK, 37, Eldon Terrace, Leeds Road, Wakefield.

Birmingham Model Railway Club

All meetings at St. Thomas's Secondary Modern School, Granville Street, commencing at 6.45 p.m.

November	5th.	Thursday: No meeting.
,,	12th.	Thursday: Track Night.
,,	18th.	Wednesday: "Why Model Railways?" by Mr. D. Clayton.
,,	26th.	Thursday: Jumble Sale.
December	2nd.	Wednesday: Locomotive Building. Part 3. Detailing and Finishing, by G. H. Moss (Jnr.).
,,	10th.	Thursday: Track Night.
,,	16th.	Wednesday: Social Evening and Private Exhibition.
,,	24th.	Thursday: No meeting.
,,	31st.	Thursday: Track Night and New Year Resolutions

Members are invited to bring their own models finished or unfinished, on any of these nights, for demonstration running and general discussion as usual.

Hon. Secretary: JOSEPH H. MOSS, 163, Stonor Road, Hall Green, Birmingham, 28.

Rusper Railway Club

Rusper Railway Club was formed in 1935 for the model control and operation of an indoor-and-outdoor railway system in "O" gauge. Meetings are held once a month on Sundays when full operation is put in hand. Remaining week-ends are held for maintenance and repair. There are approximately 59 locomotives, 162 other vehicles controlled by over 300 signals.

For further details and dates of future operation, please communicate with D. L. PRICE, Hon. Secretary, at No. 4, Eastry Avenue, Hayes, Bromley, Kent.

RAILWAY TOPICS

BY I. N. MASKELYNE, A.I.LOCO.E.

THE PLANT CENTENARIAN

I HAVE come to the conclusion that to write prophetically is not exactly safe ! In January, 1951, when writing of the run of the last G.N.R. Ivatt Atlantic, No. 62822, and referring particularly to the old engine's climb of the Stoke bank, I stated : " During the ascent, we heard, for the last time, that characteristic barking exhaust . . . " That remark was certainly rather too previous, for, together with a lot of other people, I have heard that familiar old sound again ; and on two occasions separated by only a matter of four days not quite two years after I had thought I had heard it for the last time. And on each of these later occasions the sound came from *two* Ivatt Atlantics at once ! The engines, of course, were the former Great Northern Railway No. 990, *Henry Oakley*, and No. 251, both of which had, some months ago, been brought out of museum retirement and put into Doncaster Works to be restored to first-class running order so that, together, they could work " The Plant Centenarian " on September 20th and 27th.

This train was a special excursion organised by Messrs. A. F. Pegler, of Retford, L. J. W. Smith and H. T. S. Bailey, of London, in collaboration with British Railways. On September 20th, the train was run by the two old engines from Kings Cross to Doncaster, and on the following Sunday from Leeds to Doncaster and thence, about 1¾ hours later, to Kings Cross ; on each date the return trip was run by the Gresley " A4 " Pacific *Silver Link*, on a schedule that called for some really high speed. I was among the party on September 20th; but, late in the evening of September 15th, Mr. Bailey very kindly telephoned me at my home to give me the news that Nos. 990 and 251 would be working the 5 p.m. fast train from Kings Cross to Hitchin the following day. To me, this presented an opportunity that should not be missed ; professional duties, however, precluded my going on the train, but I was able to arrange things so that I could leave my office soon after 4.15 p.m., take the Underground to Wood Green just in time to see the 4.45 " Tees-Tyne " Pullman go through with A4 Pacific 60010, *Dominion of Canada*, in charge.

Less than 16 minutes later came the two Atlantics with the 5 o'clock, and an unforgettable sight they made ! Weather and lighting were just right, and I had a grand view of their approach from Hornsey, over that full mile of undulating track which is nearly straight. The two old engines were going magnificently, and I wondered how many of the

regular passengers on that train had any idea that they were being taken home that afternoon by two revivified museum-pieces ! I also had the amusing experience of noting the effect on two young " spotters " who were on the platform. The old engines in bright green livery, perfectly spotless condition, brilliantly glistening in the sunshine and roaring through the station at a speed equal to that of *Dominion of Canada* a quarter-hour before, dumb-founded the two lads, who were overjoyed at having made *the* cop of their summer holidays. My camera, of course, came into action, with the result seen in the reproduction herewith.

On the Sunday, I was one of a party of about 460 enthusiasts who enjoyed the special trip to Doncaster behind the two veteran locomotives. The train was made up of eleven coaches, representing a load of well over 300 tons, and the schedule allowed 190 minutes for the 156 miles to Doncaster, including a stop at Peterborough to enable No. 251 to take water because her tender is not fitted with a water scoop. We ran well inside the schedule on each stage of the trip and more than once topped 70 m.p.h. But I could not help thinking that, as a spectacle for hundreds of people who had congregated in large or small groups at almost every convenient vantage point along the route, we represented something which, in the ordinary way, is possible only on a model railway. Here was a train of modern stock, with two obsolete and retired old engines at its head ; it was running over a length of British main line with a glorious tradition and history behind it. And the speed at which it travelled was little if any inferior to what it used to be !

Doncaster Works were *en fete* with an exhibition of past and present locomotives and rolling-stock and various side-shows in different parts of the plant. About 1½ hours were spent there, without a dull moment, before it was time to take our places in the train for the return to London. This time, the motive power was provided by " A4 " Pacific No. 60014, *Silver Link*, in immaculate condition ; we left one minute late, but had not gone very far before the engine proved herself to be right on top of her form. The schedule allowed 150 minutes for the 156-mile non-stop run to Kings Cross, notwithstanding some p.w. checks and other speed restrictions that were known to be in force. Sixty, 70, 75 and 80 m.p.h. maxima were soon being noted. I found myself anticipating something really good down the Stoke bank, if only we could get a clear road. I was not disappointed, though there were so many people to talk to that I had hitherto little chance of doing any serious timing. At Stoke summit, conversation lulled because here we were going at over 60 m.p.h. and most of us were now on the tip-toe of expectation and excitement. In remarkably quick succession, I noted 70, 75, 80, 85 and—yes, indeed !—90 m.p.h., and we were still accelerating. Below Little Bytham through Essendine towards Tallington, the speed rose to a maximum of 95-96 m.p.h., held it for a while and then fell away gradually—" A4 " running at its best. After this we settled down to a less hectic, but still satisfyingly rapid rate of progress.

At Peterborough I went, by invitation, to the footplate of the engine and remained there until we were approaching Hitchin station. The observation of locomotive operation from this best of all standpoints has lost none of its fascination, and it never will ! I was interested to note that most of the distant-signals along the stretch were on when first sighted, but cleared before there was any necessity to do something about it. The road undulates quite an appreciable amount, but we kept up a very good speed, up hill and down. To cut a long story short, we stopped in Kings Cross station 3½ minutes early, in spite of the tight schedule and p.w. slacks. It had been too many years since I had enjoyed a run like this one. In fact, the whole day's programme passed without a hitch of any kind, a great tribute to Messrs. Pegler, Smith and Bailey, the Railway Executive's officials, the enginemen, the guards and the refreshment-car crews, all of whom entered into it with an enthusiasm that was infectious.

Sorry, but although the addition of four extra pages makes this month's MODEL RAILWAY NEWS a 40-page issue, we just couldn't find room for the next instalment of L. E. Carroll's " Linked-Section Control." Part 3 will appear in our December issue which will be further enlarged to 44 pages.

Secondly, Bud Morgan of Cardiff sold out his stock of Tri-ang motors so quickly that he asked us to delete reference to them in his October advertisement. Unfortunately we overlooked the matter and must apologise for the inconvenience caused to him and his disappointed customers.

THIS IS "O" GAUGE

(*Continued from page* 228)

the body. The guard irons must now be bent outwards so that the vertical lower part of the guard is vertically above the rail head.

Work on the chassis is now complete with the vital exception of the motor, gearing and wheels. The motor conversion we will tackle next time, as space is running short, and the wheels are your own affair—you might want scale cast-iron wheels, or ready made die-cast ones. The gearing I have used, and strongly recommended, is the 30 : 1 ratio worm from the air position indicator whose purchase I suggested a while back. Should this gearing be unobtainable, the motor mounting allows considerable latitude and something else can easily be worked in—more of this anon. In the photograph of my chassis, note that no brush gear is at present fitted to the motor.

(*To be continued*)

More letters about

COMMERCIAL

DEAR SIR,—As one who has had much experience with all types of mechanisms I feel it only right to enter into the fray and relate some of my experiences. I have tried all English mechs., Italian Rivarossi, Mantua and Pittman and results prove that the Pittman and Mantua motors are superior to all others. The Italian motors come next and the only English mech. worth using, and still used on my locomotives, is the original Zenith. The latter mech. in a small 0-6-0 American switcher will haul twenty 4-mm. scale bogie freight cars up considerable gradients, and the freight cars referred to are all made of metal and have a fair weight, and it should be remembered that the size of American cars is to a considerably larger loading gauge than British ones. No other British mech. will come anywhere near this performance, but all the foreigners top this easily.

The Pittman mech. is made in four different sizes, but the overall width of any mech. is not less than $\frac{11}{16}$ in. so it could only be used in English-type Pacifics or tank locomotives. I do not think the Rivarossi mech. could be used in anything but a tank locomotive due to its awkward shape.

A query was raised in the June " M.R.N." as to support for the trade ; all I can say is that very few people make their own mechs. and if our models are to run then they must have mechs. I think any firm that produced two mechs. (one for large locomotives and another for the smaller types) and gave guaranteed h.p. rating, as do the Americans, would have all the support they need. Perhaps the biggest mistake ever made was to use 16.5 mm. gauge for 4-mm. scale ; with a scale gauge we could have had more width between frames, which would have meant a slightly bigger armature and thus more power.

I have made a number of mechs. myself which have proved satisfactory but I admit that their size approaches that of the Pittman and have $\frac{3}{4}$ in. armatures. I make the commutators fully interlocked ; they are almost unbreakable and can be adjusted by slackening off one nut. I should like to see some articles on other people's experiences in making their own mechs.

One final word, the American mech. is no bigger in comparison to the English ones than the sizes of the respective locomotives, and even the biggest Pittman will go into the firebox of an average-size American-type locomotive. Modellers of American prototypes have no need to fit their mechs. in the capacious tenders.

I would like to support my friend Loch Kidston in his plea for more parts. And while we are talking of this, is it not time the trade gave us more castings in zinc based alloy or bronze instead, and with much better detail ? May I add my appreciation of the detail in the new Acro kits and the fact that, at last, we can buy a complete kit ; but would it not be better for all concerned if the colour on the wood supplied matched the instructions ?

And when are M.E.T.A. going to ensure that one firm's products will run over another's without derailing, and that coupling and bolster heights are standardised ?

With best wishes to the " M.R.N." and all the fraternity,

Yours faithfully,

London, S.E.1. R. A. WARBOY.

STILL THEY COME!

The subject of " Commercial Mechanisms " has broken all records for " Mailbag." Readers still have plenty to say about what is obviously one of the most vital branches of the hobby and we have no hesitation in giving further space for one last fling ! This subject is now closed for correspondence. Turn to the next page for interesting motor news in the Trade.

DEAR SIR,—Mr. Godfrey's letter giving Pittman motor dimensions surely does not imply Mr. Fleetwood Shawe and myself have performed " loops and spiralling stalls " for something we cannot use ! Or has Mr. Godfrey computed for the Pittman DC 71 Big Motor which can be installed in our Pacific types only. Indeed, the writer operates a small 4 mm scale 16.5 gauge side tank 0-4-0 with a DC 60 Motor which is $\frac{1}{2}$ in. wide. The Pittman DC 60 will readily fit into the smallest tender I know—that of a Midland Single Wheeler, and will do so without loss of detail.

The Varney motor is superior to the Pittman and is smaller than the Pittman. Both these motors have been tested rigorously by loading them with 8 lb. gross for 103 hours continuous running. The DC 60 showed no signs of brush wear, was slightly warmed. The Varney showed no signs of brush wear and was perfectly cool. Neither motor required adjustment. British types—similarly tested—packed up to wisps of blue smoke after a few minutes. The amp draw on the Pittman was .45 of an amp at the end of the test, commencing with $\frac{1}{4}$ amp. The amp draw on the Varney was $\frac{1}{4}$ amp throughout. The British motors were drawing from $\frac{1}{2}$ to 1 amp causing unnecessary sparking and dirt, and early failure of exertion.

Yours faithfully,

Cleckheaton. C. HUMPHREY LEACH.

DEAR SIR,—As one with a little experience of American motors, may I be allowed to say a few words in reply to Mr. Godfrey's letter in the July issue ?

He must be a very fine modeller indeed to be able to criticise Mr. Fleetwood Shawe's precision, or is it that he has some particular interest in the trade ?

MECHANISMS

Anyone who has seen the illustrations of the Irving Vale line or who has read any of that gentleman's articles must realise that Fleetwood Shawe is one of the top-line modellers in 4 mm. scale.

However, to deal with the motors in question; there is no doubt that the Pittman DC 72 is too large for most British types (it was made originally for Gauge " O " anyway), but the DC 60 is a different proposition altogether. I don't know where Mr. Godfrey got his dimensions for this motor, but he must be very far out. The Model Die Casting Co. of Los Angeles have a catalogue on page 5 of which there is a very clear photograph of a DC 60 mounted *between* the rear wheels of a six-coupled chassis. The same motor is fitted to the 1/10 in. = 1 ft. scale model locomotives and diesels marketed by H.P. Products Co. of Hartford, and if it fits these diminutive items it should go into many 4 mm. scale locomotives.

In the TT Diesel the motor sits on top of a 6-wheeled truck inside the body, which is only 1 in. in width, and there is still room for the truck to swivel sufficiently to allow the locomotive to negotiate 17 in. radius curves. It fits above the 16-mm. drivers on some of the steam-outline locomotives, and yet the overall height is still only 36 mm. If it was fitted similarly to a " OO " gauge locomotive with 24-mm. drivers, the height would be 44 mm; still within the " OO " loading gauge and not as Mr. Godfrey states: ' . . . suit the ' O '-gauge loading gauge better than ' OO,". . . ." A point he may have missed is that while it is quite true that American locomotives usually have greater dimensions than ours, the modellers there use " HO " scale, 3.5 mm. = 1 ft., which balances things up somewhat when compared with our 4 mm. = 1 ft. on 16.5 mm. gauge.

In any case, size is not the only debatable point, or power either. It is understood that not many have the space for long trains, but what is wanted is reliability, particularly in starting, which the average British motor lacks. The Romford 7-pole and Hornby-Dublo are exceptions to this, but the Romford is dearer and the Dublo an awkward shape.

Then take brush gear; the majority of our motors have fiddling little fittings, in some cases unreliable and fragile, and others which can only be renewed by the makers. In contrast, the Pittman has a rugged, long-lasting brush gear which can be easily and quickly replaced by the veriest novice. Again, the magnets appear to be more powerful and the gears are every bit as good as ours.

For some years now, I have been experimenting with motors for 16.5 mm. gauge of various British, American and German manufacturers and have found that, price for price, the American product is ahead of the others. I look forward to the day when, either they will be generally available, or the British manufacturers will turn out a reasonably priced, *reliable* job.

Yours faithfully,

Port Glasgow. ERIC S. CRILLEY.

DEAR SIR,—From recent correspondence it is intimated that if we use U.S.A. motors, plus flywheels, ball-races, nylon gears, etc., all our troubles will vanish. This is nonsense. One writer stated that his locomotive emitted blue smoke and would not pull his train. How did this locomotive come to be put into service in this condition ?

My system is to apply full voltage to the *motor* on receipt and grip the spindle to hold down the revolutions. The power can then be felt and, if the motor will stand this for a half-minute and only gets slightly warm, it is O.K. If it isn't I don't trouble to fit it. The chassis, with coupling rods, etc., complete, but less motor, should easily roll down a 1 in 10 incline and should not be passed until it does.

After fitting the motor and gears and giving a test run using a 3 V battery with wheels jacked up, the locomotive is placed on a short test track and should start and run when a 3 V dry battery is connected to the rails. If it does not, it is usually because the worm wheel has gone further up into mesh, due to the " slack " or " play " in the axle holes in the frame, and this upward movement should be allowed for when adjusting the mesh.

I sometimes spend two hours or more in adjusting the gears, and a good deal less in counting the number of rivets around the smokebox !

Motors used are " OO " 12 V of every British type. I have seen locomotives in which the electrical pick-ups absorb 50 per cent. of the motor's power. The Americans don't use pick-ups and yet no one has mentioned this point up to now. Come on now, you lads who build all those excellent engines that I have seen running at exhibitions—let's hear how you get the motors to do it.

I cannot find a single constructive suggestion in all the ill-considered criticism of British mechanisms so far published up to September. It should be a rule for correspondents that when they do write, they should contribute one item of value to the beginner thereby improving trade and morale and encouraging the trade and the amateur to do better.

Incidentally, one way to get a scale " slow start " with 75 per cent. of locomotives is *not* to keep turning the knob until the engine jumps like a cat but to use a separate reverse *lever* type switch. The idea is to turn the usual control knob only a little, then pull the lever into reverse. This " unsticks " the motor; the engine does not move but the coupling rods can be seen to " kick." Now shove the lever forward and turn up the knob; the engine will glide away as it should.

I personally never use the forward and reverse type of control by one knob, and it is this method that largely accounts for the sudden starts frequently seen at exhibitions.

I would point out that vague statements to the effect that " my locomotive pulls 80 wagons " are valueless. Any engineer could fake any cheap toy locomotive to do the same if *that* is the sole consideration.

Of some 15 engines, one of my best is an 0-6-0 tiny " goods " with a Gem £1 motor (touched up a bit). Only a garden slug could rival it for slow running; it is as quiet as a house fly; it cost £2 for bits, the body is scrap brass and an *intelligent* boy of fourteen years could achieve the same result.

Yours faithfully,

London, N.20. R. R. HOOD.

Talking Shop

NEW FORMO MOTOR AND LOCOMOTIVE

TAILOR-MADE TRACK

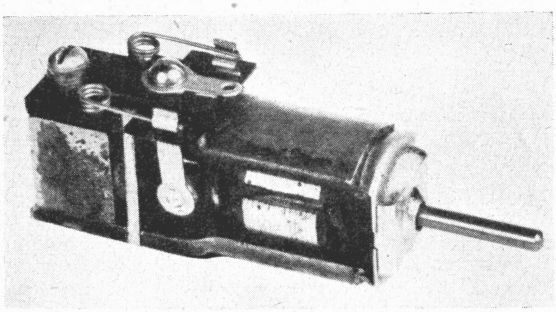
PROPRIETORY CONVERSIONS

GAMAGES LAYOUT

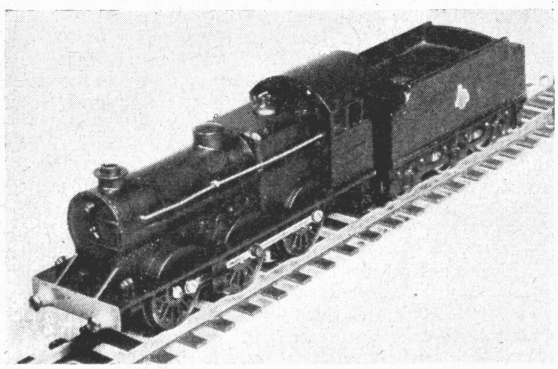
SCENIC BACKROUNDS

THE most interesting news this month comes from GRAHAM FARISH LTD., of Bromley, Kent, who have just brought out their new Formo motor which is for " OO " gauge and has a 5-pole armature. From the photograph reproduced here you will be able to get an idea of the motor's appearance and you will notice a similarity to the Pittman DC.60 motor described on page 212 of the October MODEL RAILWAY NEWS. The design is, in fact, almost identical and the main dimensions of the two motor types agree.

Having got thus far, everyone will want to know whether the performance agrees too and from preliminary tests carried out, I can only say that this is quite likely. If it does, then judging by one or two comments in " Mailbag " recently, the general availability in this country of an "American" type motor should turn out to be quite an event and it will be most interesting over the next few months to watch the effect.



The new Formo motor



The new Formo loco

Incidentally, as some doubtful things have been said about the size of the DC.60 which could be applied to the Formo motor I should point out that, except for the brush gear, the *entire* motor will easily fit between wheels set for 16.5 mm. gauge, with a clearance on *each side* of the motor of 0.9 mm. using the standard back-to-back of 14.5 mm.

The price of the Formo motor is 35s. 0d. and it should be available at most retailers by now. A 30 : 1 reduction worm set suitable for the motor costs 4s. 6d. This has a single-start square-thread steel worm running in a 15 mm. diameter brass wheel.

The other Graham Farish production announced concurrently with the above motor is the Formo centre-third rail locomotive and tender also depicted here in a photograph. This is powered by the Formo motor and has a small suppressor. The wheels are at 14.5 mm. back-to-back and spring-loaded button type shoes are fitted. The design of the superstructure, cast in Mazak, approximates that of a Southern Class " Q " 0-6-0 except for the B-F-B type wheels. The engine has really been designed to stand up to any amount of punishment served out to it by younger enthusiasts, and there is no doubt that it will also be of great interest to other modellers.

A 4½ oz. removable weight is fitted in the boiler to give plenty of adhesion and the total engine weight is 1 lb. so it should be a very hard working little job. Maintenance is quite easy because the whole thing is screw assembled. The prices are 49s. 6d. for the engine and 9s. 6d. for the tender.

New CCW Kits

Latest kits produced in this range are W513H for the 56 ft. G.W.R. composite dining car with clerestory roof, price 12s. 3d. and G401HS standard B.R. 12 ton van, price 4s. 1d. both in " OO " gauge. The respective codes and prices for " O " gauge are W513 at 21s. 0d. and G401 at 7s. 0d.

Don't forget that CCW do a large range of paints and finishes covering most railway colours and it

includes an excellent grain filler for coach sides. Details are in the full catalogue, price 7½d. post free from CCW PRODUCTIONS, Chichester, Sussex.

Tailor Made Track

A four-page leaflet from BRIAN TAYLOR of 36, Pullman Street, Rochdale, Lancs, describes an unusual jig and tool method of constructing " OO " gauge soldered track.

Working on a balsa sheet, flexible track units are assembled in the desired formation and embedded by prongs into the sheet. Sleeper spacing is automatic. The two rails are then held in the correct position by a clamp which slides along the units as soldering proceeds. Additional jigs and gauges automatically position the third rail and check rails. Others check wheel back-to-back spacing, coupling and buffer heights and so on. Anyone who is interested in this ingenious system can read all about it in the fully illustrated leaflet, obtainable for the cost of the postage from Brian Taylor.

Proprietary Conversions

EAMES (ELECTRICAL AND MECHANICAL ENGINEERING SERVICES) of 24, Tudor Road, Reading-Berks, are prepared to convert the Rovex 0-6-0T to run on B.R.M.S.B. track for 7s. 6d. The conversion consists simply of turning down the depth and width of the flanges on the wheels supplied with the engine. Scale wheels are not fitted in this case.

Other conversions are Graham Farish to Hornby Dublo, Hornby Dublo to scale, 2-rail, and Trix to Hornby Dublo. They also offer to modify proprietary locomotives to improve starting and hauling power.

Gamages Model Railway Activities

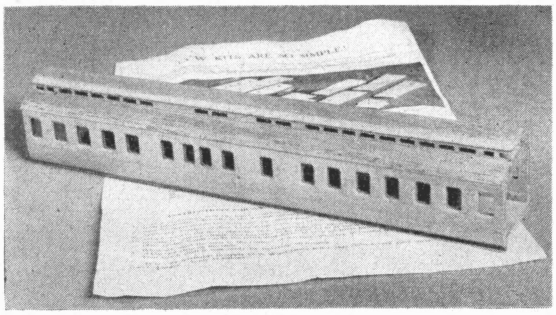
The new Gamages Book of Model Trains is out for the Christmas season and consists of 68 pages for 1s. 0d. It lists an enormous variety of equipment including all British, American and Continental proprietary systems on sale at GAMAGES STORE, Holborn, London. Almost every item is illustrated.

Once again the big layout is in operation at the store until January 31st, but this year a 100 per cent. extension has brought the total area to over 1,000 sq. ft. On this mighty showpiece all the systems listed in the catalogue can be seen and compared under running conditions.

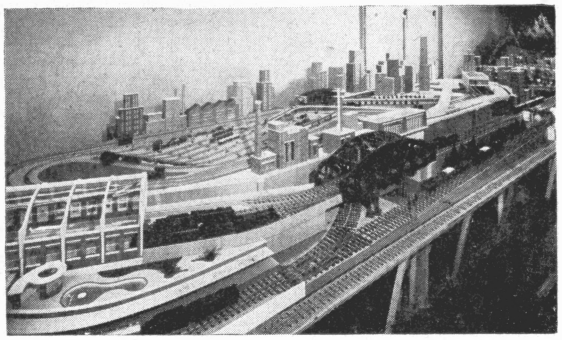
Scenic Backgrounds

A new set of scenic sheets for " OO " gauge is now being produced by B. J. WARD LTD., of 130, Westminster Bridge Road, London, S.E.1. The four sheets are each 8 in. high and 22 in. long and they register with one another in sequence. The first sheet also registers with the last so that the sequence can be started with any sheet.

Although the colours as reproduced are not quite Nature's own, the small seaside harbour with rolling hills inland makes a very attractive landscape which would improve any model country branch. The total length of the four sheets is 7 ft. 4 in. and the price is 8s. 9d. per set.



G. W. Compo. Dining Car by CCW



The Gamages display layout

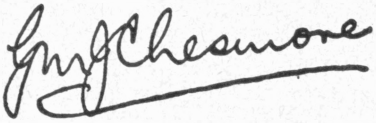
The Tri-ang Motor

I must make an important modification to last month's specification of the Tri-ang Super-Twelve motor which is selling for 6s. 6d. at several retailers. Somebody rang me up the other day to say that the gear reduction is only 20 : 1 and not 40 : 1. He was quite right, and I'm sorry if anyone has been misled. The confusion originally arose from the fact that everyone assumed the motor shaft carried a single-start worm. The wheel has 40 teeth and so the ratio was announced in more than one quarter as 40 : 1. After the 'phone call, a closer inspection revealed a two-start worm which, of course, made quite a difference ! Even when testing the motor beforehand, I hadn't noticed that the wheel was running much faster than it should have been. It all goes to show something or other !

Chairs and CHAIRS !

Apropos last month's comment on tyro customers, one reader tells me the following story which, this time, has a rather different twist.

Wanting to make up a nice scale-looking track, he went to his " local " and asked for some CCW chairs. He was handed an interior seating set for one of the coach kits !



EDITOR'S MAILBAG

Model Railway Curves

DEAR SIR,—If a comparative newcomer to railway modelling may be allowed to put in a word concerning minimum radius curves, may I say that surely the point is not so much whether we *can* employ 1 ft. 6 in. radius curves in "OO" but what our trackwork *looks* like, if we intend to aim at realism. My own layout—"O" gauge, and still in the drawing-board stage—has six-foot radius curves everywhere, excepting in one place which will be concealed behind a tunnel anyway, and I do not anticipate running anything larger than a 4-4-2T anywhere. Perhaps, if I had employed a smaller radius I could have made my plan far more comprehensive—but this would have been achieved at the cost of realism. I am afraid that when I see "O" gauge Pacifics hauling 60 ft. stock through 4 ft. 6 in. radius curves—or, for that matter, "OO" gauge "Kings" hauling their "Rivieras" through 2 ft. 3 in. curves, I am apt to think in terms of the "circle-on-the-nursery-floor" type of railway. Admittedly, the "OO" scale-gauge relationship offers more freedom, as Mr. Fleetwood Shawe points out. But surely one must call a halt somewhere.

Yours faithfully,

Worthing. "VAGABOND."

Uses for Birdcage Components

DEAR SIR,—Some time ago you published a letter of mine on the use of lead covered cable as a simple conductor for stud contact. The many letters I have received prompts me to mention another article the use of which has surprised and pleased many of my modeller friends. Bird Cage Wire and Bird Cage (or Punch) Bar from any wire shop makes in 7 mm. most excellent, cheap and rigid railings capable of stopping the heaviest locomotive at speed—if the cat gets on the rails or some such emergency arises. It also makes most excellent point rodding over anything up to 12 ft. either threaded through small brass screw eyelets which it exactly fits or through bridges of the Punch Bar if severed rods have to run alongside. It will work without bell cranks round a 4 ft. radius circle with guides every 10 in. It is, of course, purchased in 3 ft. lengths. With a 36-lever frame (mechanical) small pieces of the Punch Bar threaded on to the rodding and soldered have I found enabled me to deal with simple interlocking problems with a minimum of trouble.

I again advise ham-handed modellers like myself to cadge discarded forceps from their dentists. I think there are 8 types; and what a grip with such tiny jaws and at what useful angles !

Yours faithfully,

Gateshead. HUGH L. SWINBURNE.

Trade Catalogues

DEAR SIR,—On page 128 of your June edition we find under "Editor's Mailbag" a letter entitled "Trade Catalogues" which has our complete approbation. Various of our members are clients of English manufacturers in spite of the difficulties they realise in obtaining catalogues from these firms, and we think that many railway modellers refrain from passing orders to England for the mere fact that it is difficult for them to transfer 6d. to 1s. in order to receive catalogues. The Spanish regulations concerning the transference of foreign currency do not admit such remittances. If postal stamps have to be sent when asking for catalogues, there are similar difficulties, as English stamps are not to be got here.

Therefore, we have sometimes tried, in the name of our association, to obtain some catalogues *gratis*, in order to distribute them amongst our members, but very rarely we succeeded in receiving them.

As in other countries, the regulations governing the transference of foreign currency are similar as in Spain, we suggest it would be convenient if English manufacturers would at least be disposed to send their catalogues —on demand—free from charge to foreign model railway associations. We are sure that all foreign model railway associations would be very happy, if the English manufacturers could see their way to granting this concession.

Yours faithfully,

Madrid. GUSTAVO REDER.
Second Chairman,
Asociacion de Amigos del Ferrocarril.

What Scale ?

DEAR SIR,—I wish to protest at the growing practice ofsome of your trade advertisers in publishing advertisements without stating the scale or gauge of the goods concerned. This is most annoying, and I make it a rule never to answer such advertisements.

May I suggest, Sir, that in future you refuse to accept any trade advertisement which does not give this very essential information ?

Yours faithfully,

Sutton, Surrey. R. A. WHEELER.

"O" NEW "SKINLEY" BLUEPRINTS "OO"

P.309, L. & Y. Steam Rail Motor, 2/-; P.310, Midland Steam Rail Motor, 2/-; 135, L.N.E. (G.N.S.) 4-4-0 Tender Loco., Class "D.40," 2/9; 208, L.N.E. (N.E.) 0-4-4T Loco., Class "G.6" 2/-.

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Portable "OO" Layout, 8′ × 4′ 9″. Approximately 40′ Hamblings "B" track, five turnouts, two-rail, part ballasted, £12 10s.—Hunt, 66, Donnington Sourt, N.W.10.

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4 mm. 16.5 Gauge. Several scale locomotives of the four pre-grouping companies, coaches, rolling stock and track, Details, s.a.e.—Box No. 6996, Model Railway News Offices.

Many "OO" Gauge unused parts, kits, blueprints cheap. Locomotives, coaches, wagons, trackwork, Shenphone, books, S.A.E. lists.—Box No. 6999, Model Railway News Offices.

"O" Gauge 12 V. S.C. 0-4-0T diesel Rocket motor, £4. 0-4-0T chassis, Reid Maxwell Motor, £3 10s. Leeds motor and gears, 30s. 13 wagons, 6 vans, 6s. each. 3 coaches, 4-wheel, 10s. Rocket F.B. track, 8 points, 4′ 6″. 6 yd. straight, 50s. Complete, £17.—Holden, 19, Station Road, Alvechurch, Birmingham.

Rokal "TT" Passenger Set. Complete with transformer, £8. Rokal 2-4-2 tank, unused, £3.—Walters, 184, Hinckley Road, Leicester.

Midland Railway. Pre-Grouping Era. Three locos E.M. gauge, 2-rail Johnson "single"; 2-4-0; and 0-4-4T. Fully detailed, fitted cabs, £8 each or £20 the three. Seen running by appointment. S.A.E. please.—Oakley, 15, Michael Road, S. Norwood, S.E.25.

FINE SCALE. "O" GAUGE
Now available. Cast Slide on Chairs, L.H. and R.H. (key cast in place). Packets of 400. Price **10s.** + **1s. 8d.** P.T. Left and right hand types are separately packeted. We hope to have brass rail to suit available during this month.

A NOTE FOR YOUR DIARY
We shall be at the Manchester Model Railway Society's Annual Exhibition, Corn Exchange, on December 18th-20th inclusive, 1953.

HALFONE MODELS COMPANY
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Model Railway, Gauge "O" 200-odd feet of track, 24 sleepers per yard, in good condition. Electric motors, wagons, vans, and half-finished coaches, station buildings and large collection of miscellaneous parts. What offers?—O. Elmes, Church Street, Coggeshall, Colchester, Essex. Phone: Coggeshall 444.

Sale. Gauge "1" Bassett-Lowke coaches. Electric loco. Tin-plate electric track.—Box No. 7016, Model Railway News Offices.

Dublo Rails, 1s. 6d., halves 1s. 3d., quarters 1s., points 6s., tank 30s., Gaiety tank 30s., wagons, coaches.—SMITH, 13, St. Leonards Avenue, Barlby, Selby, Yorks.

Gauge "O" L. & Y. 2-4-2T, detailed, 12 V, d.c., R.M. mech., £6 15s. Two six-coupled mechanisms, 47s. 6d. each. Gauge "OO" 2-rail N/S track, L.M.S., G.W. locos., fitted Zenith MK.IV and K's mechanisms. Wagons, suburban, L.M.S., Exley coaches, fitted Kennedy bogies.—T. STIRLING Knottingley, Yorkshire.

"Gaiety" Two-Rail Pannier Tanker as new, £2 2s. Wanted, Dublo "Duchess."—HUBBARD, 22, Grenard Road, London, S.E.15.

Gauge "1" 3-coach corridor set. Southern Railway, Hastings stock, £6 or nearest offer.—REEVES, 34, Carr Lane, Acomb, York.

Narrow Gauge Terminus, 10′ × 3′, 7 mm. scale 16.5 mm. gauge two-rail, auto uncoupling, complete to last detail, many buildings, two locomotives, reasonable offer secures. Would exchange with adjustment "O" gauge coarse scale track parts and other items suitable for ½″ scale 2′ 6″ gaug garden railway.—ADSHEAD, Gayton, Stafford.

4 mm. Scale Brass Coach Body Kits. L.M.S. Royal Scot stock. Corridor, 6s.; Brake 3rd, 6s. 9d. G.W.R. Cornish Riviera bow end stock, Corridor, 6s. 6d.; 3rd Brake, 6s. 11d.; Suburbans: L.M.S., 54 ft., 3rd, 5s. 3d., brake 3rd, 6s. 3d. G.W.R. bow end 3rd, 5s. 9d., Brake 3rd, 6s. 9d. All above flush sided, pre-formed detailed bodies, with ends, underframes, tie-bars, floors. Quick assembly. No soldering. Postage 1s. Send s.a.e. for fascinating "Jaycraft" illustrated folder. Read about bogie kits. How to make flexible corridor connections from supplied parts at 1s. 11d. for six., etc. etc.

"JAYCRAFT," 45, Symonds Road, Preston, Lancs.

Hornby, Gauge "O" Electric, for sale, pre-war, rails, station, tank engine rolling stock, etc., £7. Stamp for list.—R SMITH, 37, Ashley Road, London, N.19.

G.W.R. "Hanbury Hall" 4-6-0 Gauge "O." Superb model, perfect condition. Sacrifice, £22 10s. 0d.—Box No. 7024, MODEL RAILWAY NEWS Offices.

"OO" 2-rail Walkers 0-6-0T L.M.S. Romford mechanism, also C.7 Shenphone controller, H. & M. Minor power controller unit. All as new. Offers, s.a.e.—27, Lyttelton Court, London, N.2.

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Scale Track (Brass), 23′ curved, 1s., 23′ straight, 1s., 10 points (new), 5s. each. Two crossovers (new), 15s. each.—HAMAWI, 41, St. Michael's Crescent, Fareham, Hants.

Exchange "Caxtons Home Handyman," new, 3 vols., cost £5 10s. 0d., for Hornby Dublo, rolling stock, rails, etc.—WELLDON, 1, Horsman Street, Tong Street, Bradford, Yorks.

Complete "O" Gauge Railway, steel and brass. Details. Price £50. S.A.E. —J. WARD, Houghton, Huntingdon.

"M.R.N." August, 1945 to May 1953 two copies missing. "Model Railroader," 12 copies May, 1938 to March, 1943. "Meccano Magazine," November, 1938 to to December, 1941, one copy missing. All unbound. Offers—COE, Silver Street, Bollington, Nr. Macclesfield.

Sale. As New. 17 yards Formo, 12 yards Wrenn track, 2-rail, 2s. 6d. per yard. 7 l.h. Formo points, 1 r.h. Wrenn point, 4s. each. 8 Formo point levers, 1s. 6d. each. 1 box fishplates, 2s.—MERRY, 36, Archer Road, Redditch.

"O" Gauge. Two L.M.S. bogie suburban coaches, 3rd/brake, Windsor hand-built, reasonable condition, 35s. each.—EAGLES, 10, The Glen, Eastcote, Middlesex.

"O" Hornby Control System, track, van; centre rail, Leeds Model's coaches, £2. —Box No. 7032, MODEL RAILWAY NEWS Offices.

"OO" 3rd Rail 0-6-2 L.M.S. tank loco., Romford 7-pole mechanism hand built, £8. E.R.G. transformer, new, £1. Points, motors, two, 5s. each. Six pair Acro 3-rail wagon wheels, 6d. pair.—Box No. 7033, MODEL RAILWAY NEWS Offices.

Sale. Gauge "O" L.M.C. 2-4-2T (LMS). Also goods brake van. Both perfect. Entirely unused, £6 10s.—Box No. 7034, MODEL RAILWAY NEWS Offices.

"OO" Farish Black Prairie Tank, six yards track, four points, three trucks, Rovex passenger set, complete. All new condition, nearest £5.—Box No. 7035, MODEL RAILWAY NEWS Offices.

Sale. Unused Gem track, 40 straights, 11 curves, 3′ radius, 11 curves 2′ 10″ radius. Complete or any quantity. 2/3rds of list price.—WALKER, 5, North St., Dudley Works.

"OO" Sleepers, black fibre, punched four hole for rail plates. 1s. 9d. hundred. 4 mm. scale laddering, 9d. ft. retail.—MODEL SHOP, 88/90, Rookery Road, Birmingham, 21.

Trix Layout, including Pacific loco., rolling stock, remote controlled points, signal, etc., as new. Must sell. Require space. Any reasonable offer considered.—ARC 2421 evenings.

Gauge "O" Clockwork/Electric locomotives, one controlled Walker-Fenn loco., stock accessories, going cheap. S.A.E. for list.—Box No. 7036, MODEL RAILWAY NEWS Offices.

7 mm. Fine Scale 2-rail, 12 V d.c. S.R. "02" 0-4-4 tank locomotive. Precision fully detailed model by Rocket Precision and Evans. Photographs in August 1952 "Railway Modeller." Cost £158. Price £100.—SALISBURY, 17, Gussiford Lane, Exmouth.

Gauge "O" Stud Contact L.N.E.R. "Mogul" full working valve gear, Bond's motor, C.I. wheels. J38 and J73 tank. Romford motors. Bassett-Lowke steam "Mogul" and Super Enterprise, both modified.—FRIEND, Snape, Saxmundham, Suffolk.

Romford Motor Bogie, 3-Rail, requires slight attention, 30s.—CARABINE, 2, Cheyne Walk, Enfield Road, Derby.

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Other Kits will be available in the near future.
Easy to Construct. Silent Running. Good Appearance.

Don Bowles Bargains. "Gaiety" 3-rail locos., 42s. 6d.; Farish Pullmans, 20s.; wagons, 3s.; Formo 2-rail, brass, 5s. 6d. yard; Zenith Motors, 15s.; "O" brass rail, 1s. 1d. yard; All new goods. £3 orders post paid. S.A.E. for other bargains. State requirements.—DON BOWLES, Angel Hill, Tiverton, Devon.

Bound Volumes "Model Railway News," "Model Railway Constructor." Beal's and other books.—173, Hinton Way Shelford, Cambs.

Trix "Coronation Scot" in presentation case, R.C. points and other items. All new, offers wanted.—Box No. 7043, MODEL RAILWAY NEWS Offices.

"OO" Scale Locomotives. 2- and 3-rail. Handbuilt, guaranteed. Selection all regions. Price range £3 to £12. Exchanges. Terms. Stamp stating requirements.—Box No. 7046, MODEL RAILWAY NEWS Offices.

Bassett-Lowke Gauge "O" electric "Duchess," £16. "Royal Scot," £13, both as new.—C. L. FRY, The Cottage, Churchtown Road, Churchtown, Dublin, Eire.

"OO" Two-Rail Graham Farish. For Sale. Black Prairie tanker, transformer controller, three cross-overs, three turnouts, 50′ track, £10.—HALL, 5, Pencester Road, Dover.

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Two-rail American stock: U.P. Diesel Locomotive, **£3 10s.** Trix Box Cars, home-built Caboose. 2-rail Gas Electric Coach, **£3.** Baggage Mail Coach, **25s.** English stock, new: 2-rail, 4-car Brighton Belle Set, **£8.**
E. B. LENG
2d Melville Rd., Stonebridge, London, N.W.10.

For Sale. Trix fans, part layout for disposal owing to house move. Pre-war and post-war R/C points, transformers controllers. As new American (0-4-0) engine and tender. Peco Hi-iron Trix rail, used and brand new. S.A.E. enquiries and price list.—FLORY, 2, Bedfordwell Road, Eastbourne, Sussex.

Trix for Sale. Large amount track, points, etc., 0-4-0T loco., all post-war, perfect. All or separate. Half price.—R. J. GARDNER, 33, Uplands Road, Woodford Bridge, Essex.

Gauge "1" Scale, Wood-Keyed brass, electric hump shunting yard on three trestle tables, 21′, £12 10s. Approximately 100′ steel track, brass centre rail, 6 points, £5. Buyer collects. Bassett-Lowke steam tank locomotive, 0-4-0, sundry wagons, £7 10s. Also Bowman steam train, 4-4-0, Gauge "O" £7 10s. S.A.E. details.—Box No. 7049, MODEL RAILWAY NEWS Offices.

Graham Farish Service Agents for Northern Ireland.
G.F. Prairie Tanker Black **80/-**
Rivarossi B. & G. Loco. **70/-**
Trix Well Wagons **12/6** & **18/6**
Catalogues free.
J. S. Scarlett & Son
Ballycastle Northern Ireland

"O" Gauge. 20 V a.c. compiete enthusiast's layout for sale. For details write—WATSON, Weston Grove, Weston Lane, Oswestry, Salop.

"OO" Farish M. Navy, G.P.5 (new mech.), 4 Pullmans. Peco (2-rail) 12 turnouts (N/S), Track (standard) 12″ × 18″. All above unused. Also Farish Wagon-Lit. Exley 4-coach L.M.S. dining-car set (ex-West Midland) and Peco track. Also scale "O" rail, 50 yd. The lot for half list price. Or offers.—39, Stanley Hill, Amersham, Bucks.

Hornby "O" Gauge. Two locomotives 40′ rail, stations, rolling stock. Excellent condition, £15.—Box No. 7061, MODEL RAILWAY NEWS Offices.

Dismantled "O" Gauge Railway. Three 8-12 V locos, including B/L Royal Scot. Rolling stock, assorted points, Bond's brass rails, etc.—S.A.E.—GRANT, Rockfield St., Dundee.

regular passengers on that train had any idea that they were being taken home that afternoon by two revivified museum-pieces ! I also had the amusing experience of noting the effect on two young " spotters " who were on the platform. The old engines in bright green livery, perfectly spotless condition, brilliantly glistening in the sunshine and roaring through the station at a speed equal to that of *Dominion of Canada* a quarter-hour before, dumb-founded the two lads, who were overjoyed at having made *the* cop of their summer holidays. My camera, of course, came into action, with the result seen in the reproduction herewith.

On the Sunday, I was one of a party of about 460 enthusiasts who enjoyed the special trip to Doncaster behind the two veteran locomotives. The train was made up of eleven coaches, representing a load of well over 300 tons, and the schedule allowed 190 minutes for the 156 miles to Doncaster, including a stop at Peterborough to enable No. 251 to take water because her tender is not fitted with a water scoop. We ran well inside the schedule on each stage of the trip and more than once topped 70 m.p.h. But I could not help thinking that, as a spectacle for hundreds of people who had congregated in large or small groups at almost every convenient vantage point along the route, we represented something which, in the ordinary way, is possible only on a model railway. Here was a train of modern stock, with two obsolete and retired old engines at its head ; it was running over a length of British main line with a glorious tradition and history behind it. And the speed at which it travelled was little if any inferior to what it used to be !

Doncaster Works were *en fete* with an exhibition of past and present locomotives and rolling-stock and various side-shows in different parts of the plant. About 1½ hours were spent there, without a dull moment, before it was time to take our places in the train for the return to London. This time, the motive power was provided by " A4 " Pacific No. 60014, *Silver Link*, in immaculate condition ; we left one minute late, but had not gone very far before the engine proved herself to be right on top of her form. The schedule allowed 150 minutes for the 156-mile non-stop run to Kings Cross, notwithstanding some p.w. checks and other speed restrictions that were known to be in force. Sixty, 70, 75 and 80 m.p.h. maxima were soon being noted. I found myself anticipating something really good down the Stoke bank, if only we could get a clear road. I was not disappointed, though there were so many people to talk to that I had hitherto little chance of doing any serious timing. At Stoke summit, conversation lulled because here we were going at over 60 m.p.h. and most of us were now on the tip-toe of expectation and excitement. In remarkably quick succession, I noted 70, 75, 80, 85 and—yes, indeed !—90 m.p.h., and we were still accelerating. Below Little Bytham through Essendine towards Tallington, the speed rose to a maximum of 95-96 m.p.h., held it for a while and then fell away gradually—" A4 " running at its best. After this we settled down to a less hectic, but still satisfyingly rapid rate of progress.

At Peterborough I went, by invitation, to the footplate of the engine and remained there until we were approaching Hitchin station. The observation of locomotive operation from this best of all standpoints has lost none of its fascination, and it never will ! I was interested to note that most of the distant-signals along the stretch were on when first sighted, but cleared before there was any necessity to do something about it. The road undulates quite an appreciable amount, but we kept up a very good speed, up hill and down. To cut a long story short, we stopped in Kings Cross station 3½ minutes early, in spite of the tight schedule and p.w. slacks. It had been too many years since I had enjoyed a run like this one. In fact, the whole day's programme passed without a hitch of any kind, a great tribute to Messrs. Pegler, Smith and Bailey, the Railway Executive's officials, the enginemen, the guards and the refreshment-car crews, all of whom entered into it with an enthusiasm that was infectious.

Sorry, but although the addition of four extra pages makes this month's MODEL RAILWAY NEWS a 40-page issue, we just couldn't find room for the next instalment of L. E. Carroll's " Linked-Section Control." Part 3 will appear in our December issue which will be further enlarged to 44 pages.

Secondly, Bud Morgan of Cardiff sold out his stock of Tri-ang motors so quickly that he asked us to delete reference to them in his October advertisement. Unfortunately we overlooked the matter and must apologise for the inconvenience caused to him and his disappointed customers.

THIS IS "0" GAUGE

(*Continued from page* 228)

the body. The guard irons must now be bent outwards so that the vertical lower part of the guard is vertically above the rail head.

Work on the chassis is now complete with the vital exception of the motor, gearing and wheels. The motor conversion we will tackle next time, as space is running short, and the wheels are your own affair—you might want scale cast-iron wheels, or ready made die-cast ones. The gearing I have used, and strongly recommended, is the 30 : 1 ratio worm from the air position indicator whose purchase I suggested a while back. Should this gearing be unobtainable, the motor mounting allows considerable latitude and something else can easily be worked in—more of this anon. In the photograph of my chassis, note that no brush gear is at present fitted to the motor.

(*To be continued*)

More letters about

COMMERCIAL

DEAR SIR,—As one who has had much experience with all types of mechanisms I feel it only right to enter into the fray and relate some of my experiences. I have tried all English mechs., Italian Rivarossi, Mantua and Pittman and results prove that the Pittman and Mantua motors are superior to all others. The Italian motors come next and the only English mech. worth using, and still used on my locomotives, is the original Zenith. The latter mech. in a small 0-6-0 American switcher will haul twenty 4-mm. scale bogie freight cars up considerable gradients, and the freight cars referred to are all made of metal and have a fair weight, and it should be remembered that the size of American cars is to a considerably larger loading gauge than British ones. No other British mech. will come anywhere near this performance, but all the foreigners top this easily.

The Pittman mech. is made in four different sizes, but the overall width of any mech. is not less than $\frac{11}{16}$ in. so it could only be used in English-type Pacifics or tank locomotives. I do not think the Rivarossi mech. could be used in anything but a tank locomotive due to its awkward shape.

A query was raised in the June " M.R.N." as to support for the trade ; all I can say is that very few people make their own mechs. and if our models are to run then they must have mechs. I think any firm that produced two mechs. (one for large locomotives and another for the smaller types) and gave guaranteed h.p. rating, as do the Americans, would have all the support they need. Perhaps the biggest mistake ever made was to use 16.5 mm. gauge for 4-mm. scale ; with a scale gauge we could have had more width between frames, which would have meant a slightly bigger armature and thus more power.

I have made a number of mechs. myself which have proved satisfactory but I admit that their size approaches that of the Pittman and have $\frac{3}{4}$ in. armatures. I make the commutators fully interlocked ; they are almost unbreakable and can be adjusted by slackening off one nut. I should like to see some articles on other people's experiences in making their own mechs.

One final word, the American mech. is no bigger in comparison to the English ones than the sizes of the respective locomotives, and even the biggest Pittman will go into the firebox of an average-size American-type locomotive. Modellers of American prototypes have no need to fit their mechs. in the capacious tenders.

I would like to support my friend Loch Kidston in his plea for more parts. And while we are talking of this, is it not time the trade gave us more castings in zinc based alloy or bronze instead, and with much better detail ? May I add my appreciation of the detail in the new Acro kits and the fact that, at last, we can buy a complete kit ; but would it not be better for all concerned if the colour on the wood supplied matched the instructions ?

And when are M.E.T.A. going to ensure that one firm's products will run over another's without derailing, and that coupling and bolster heights are standardised ?

With best wishes to the " M.R.N." and all the fraternity,

Yours faithfully,

London, S.E.1. R. A. WARBOY.

STILL THEY COME!

The subject of " Commercial Mechanisms " has broken all records for " Mailbag." Readers still have plenty to say about what is obviously one of the most vital branches of the hobby and we have no hesitation in giving further space for one last fling ! This subject is now closed for correspondence. Turn to the next page for interesting motor news in the Trade.

DEAR SIR,—Mr. Godfrey's letter giving Pittman motor dimensions surely does not imply Mr. Fleetwood Shawe and myself have performed " loops and spiralling stalls " for something we cannot use ! Or has Mr. Godfrey computed for the Pittman DC 71 Big Motor which can be installed in our Pacific types only. Indeed, the writer operates a small 4 mm scale 16.5 gauge side tank 0-4-0 with a DC 60 Motor which is $\frac{1}{2}$ in. wide. The Pittman DC 60 will readily fit into the smallest tender I know—that of a Midland Single Wheeler, and will do so without loss of detail.

The Varney motor is superior to the Pittman and is smaller than the Pittman. Both these motors have been tested rigorously by loading them with 8 lb. gross for 103 hours continuous running. The DC 60 showed no signs of brush wear, was slightly warmed. The Varney showed no signs of brush wear and was perfectly cool. Neither motor required adjustment. British types—similarly tested—packed up to wisps of blue smoke after a few minutes. The amp draw on the Pittman was .45 of an amp at the end of the test, commencing with $\frac{1}{4}$ amp. The amp draw on the Varney was $\frac{1}{4}$ amp throughout. The British motors were drawing from $\frac{1}{2}$ to 1 amp causing unnecessary sparking and dirt, and early failure of exertion.

Yours faithfully,

Cleckheaton. C. HUMPHREY LEACH.

DEAR SIR,—As one with a little experience of American motors, may I be allowed to say a few words in reply to Mr. Godfrey's letter in the July issue ?

He must be a very fine modeller indeed to be able to criticise Mr. Fleetwood Shawe's precision, or is it that he has some particular interest in the trade ?

MECHANISMS

Anyone who has seen the illustrations of the Irving Vale line or who has read any of that gentleman's articles must realise that Fleetwood Shawe is one of the top-line modellers in 4 mm. scale.

However, to deal with the motors in question; there is no doubt that the Pittman DC 72 is too large for most British types (it was made originally for Gauge " O " anyway), but the DC 60 is a different proposition altogether. I don't know where Mr. Godfrey got his dimensions for this motor, but he must be very far out. The Model Die Casting Co. of Los Angeles have a catalogue on page 5 of which there is a very clear photograph of a DC 60 mounted *between* the rear wheels of a six-coupled chassis. The same motor is fitted to the 1/10 in. = 1 ft. scale model locomotives and diesels marketed by H.P. Products Co. of Hartford, and if it fits these diminutive items it should go into many 4 mm. scale locomotives.

In the TT Diesel the motor sits on top of a 6-wheeled truck inside the body, which is only 1 in. in width, and there is still room for the truck to swivel sufficiently to allow the locomotive to negotiate 17 in. radius curves. It fits above the 16-mm. drivers on some of the steam-outline locomotives, and yet the overall height is still only 36 mm. If it was fitted similarly to a " OO " gauge locomotive with 24-mm. drivers, the height would be 44 mm; still within the " OO " loading gauge and not as Mr. Godfrey states: ' . . . suit the ' O '-gauge loading gauge better than ' OO,". . . ." A point he may have missed is that while it is quite true that American locomotives usually have greater dimensions than ours, the modellers there use " HO " scale, 3.5 mm. = 1 ft., which balances things up somewhat when compared with our 4 mm. = 1 ft. on 16.5 mm. gauge.

In any case, size is not the only debatable point, or power either. It is understood that not many have the space for long trains, but what is wanted is reliability, particularly in starting, which the average British motor lacks. The Romford 7-pole and Hornby-Dublo are exceptions to this, but the Romford is dearer and the Dublo an awkward shape.

Then take brush gear; the majority of our motors have fiddling little fittings, in some cases unreliable and fragile, and others which can only be renewed by the makers. In contrast, the Pittman has a rugged, long-lasting brush gear which can be easily and quickly replaced by the veriest novice. Again, the magnets appear to be more powerful and the gears are every bit as good as ours.

For some years now, I have been experimenting with motors for 16.5 mm. gauge of various British, American and German manufacturers and have found that, price for price, the American product is ahead of the others. I look forward to the day when, either they will be generally available, or the British manufacturers will turn out a reasonably priced, *reliable* job.

Yours faithfully,

Port Glasgow. ERIC S. CRILLEY.

DEAR SIR,—From recent correspondence it is intimated that if we use U.S.A. motors, plus flywheels, ball-races, nylon gears, etc., all our troubles will vanish. This is nonsense. One writer stated that his locomotive emitted blue smoke and would not pull his train. How did this locomotive come to be put into service in this condition ?

My system is to apply full voltage to the *motor* on receipt and grip the spindle to hold down the revolutions. The power can then be felt and, if the motor will stand this for a half-minute and only gets slightly warm, it is O.K. If it isn't I don't trouble to fit it. The chassis, with coupling rods, etc., complete, but less motor, should easily roll down a 1 in 10 incline and should not be passed until it does.

After fitting the motor and gears and giving a test run using a 3 V battery with wheels jacked up, the locomotive is placed on a short test track and should start and run when a 3 V dry battery is connected to the rails. If it does not, it is usually because the worm wheel has gone further up into mesh, due to the " slack " or " play " in the axle holes in the frame, and this upward movement should be allowed for when adjusting the mesh.

I sometimes spend two hours or more in adjusting the gears, and a good deal less in counting the number of rivets around the smokebox !

Motors used are " OO " 12 V of every British type. I have seen locomotives in which the electrical pick-ups absorb 50 per cent. of the motor's power. The Americans don't use pick-ups and yet no one has mentioned this point up to now. Come on now, you lads who build all those excellent engines that I have seen running at exhibitions—let's hear how you get the motors to do it.

I cannot find a single constructive suggestion in all the ill-considered criticism of British mechanisms so far published up to September. It should be a rule for correspondents that when they do write, they should contribute one item of value to the beginner thereby improving trade and morale and encouraging the trade and the amateur to do better.

Incidentally, one way to get a scale " slow start " with 75 per cent. of locomotives is *not* to keep turning the knob until the engine jumps like a cat but to use a separate reverse *lever* type switch. The idea is to turn the usual control knob only a little, then pull the lever into reverse. This " unsticks " the motor; the engine does not move but the coupling rods can be seen to " kick." Now shove the lever forward and turn up the knob; the engine will glide away as it should.

I personally never use the forward and reverse type of control by one knob, and it is this method that largely accounts for the sudden starts frequently seen at exhibitions.

I would point out that vague statements to the effect that " my locomotive pulls 80 wagons " are valueless. Any engineer could fake any cheap toy locomotive to do the same if *that* is the sole consideration.

Of some 15 engines, one of my best is an 0-6-0 tiny " goods " with a Gem £1 motor (touched up a bit). Only a garden slug could rival it for slow running; it is as quiet as a house fly; it cost £2 for bits, the body is scrap brass and an *intelligent* boy of fourteen years could achieve the same result.

Yours faithfully,

London, N.20. R. R. HOOD.

Talking Shop

NEW FORMO MOTOR AND LOCOMOTIVE

TAILOR-MADE TRACK

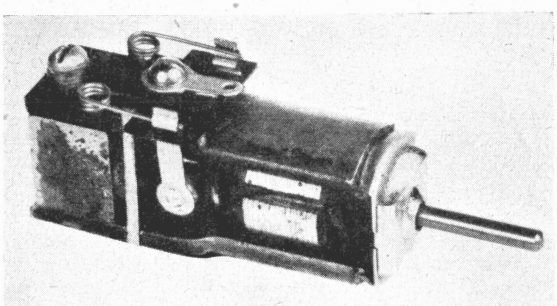
PROPRIETORY CONVERSIONS

GAMAGES LAYOUT

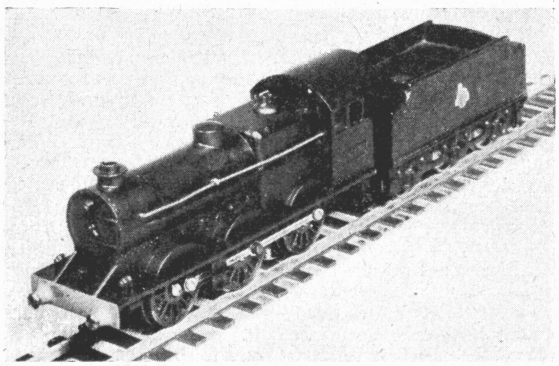
SCENIC BACKROUNDS

THE most interesting news this month comes from GRAHAM FARISH LTD., of Bromley, Kent, who have just brought out their new Formo motor which is for " OO " gauge and has a 5-pole armature. From the photograph reproduced here you will be able to get an idea of the motor's appearance and you will notice a similarity to the Pittman DC.60 motor described on page 212 of the October MODEL RAILWAY NEWS. The design is, in fact, almost identical and the main dimensions of the two motor types agree.

Having got thus far, everyone will want to know whether the performance agrees too and from preliminary tests carried out, I can only say that this is quite likely. If it does, then judging by one or two comments in " Mailbag " recently, the general availability in this country of an "American" type motor should turn out to be quite an event and it will be most interesting over the next few months to watch the effect.



The new Formo motor



The new Formo loco

Incidentally, as some doubtful things have been said about the size of the DC.60 which could be applied to the Formo motor I should point out that, except for the brush gear, the *entire* motor will easily fit between wheels set for 16.5 mm. gauge, with a clearance on *each side* of the motor of 0.9 mm. using the standard back-to-back of 14.5 mm.

The price of the Formo motor is 35s. 0d. and it should be available at most retailers by now. A 30 : 1 reduction worm set suitable for the motor costs 4s. 6d. This has a single-start square-thread steel worm running in a 15 mm. diameter brass wheel.

The other Graham Farish production announced concurrently with the above motor is the Formo centre-third rail locomotive and tender also depicted here in a photograph. This is powered by the Formo motor and has a small suppressor. The wheels are at 14.5 mm. back-to-back and spring-loaded button type shoes are fitted. The design of the superstructure, cast in Mazak, approximates that of a Southern Class " Q " 0-6-0 except for the B-F-B type wheels. The engine has really been designed to stand up to any amount of punishment served out to it by younger enthusiasts, and there is no doubt that it will also be of great interest to other modellers.

A 4½ oz. removable weight is fitted in the boiler to give plenty of adhesion and the total engine weight is 1 lb. so it should be a very hard working little job. Maintenance is quite easy because the whole thing is screw assembled. The prices are 49s. 6d. for the engine and 9s. 6d. for the tender.

New CCW Kits

Latest kits produced in this range are W513H for the 56 ft. G.W.R. composite dining car with clerestory roof, price 12s. 3d. and G401HS standard B.R. 12 ton van, price 4s. 1d. both in " OO " gauge. The respective codes and prices for " O " gauge are W513 at 21s. 0d. and G401 at 7s. 0d.

Don't forget that CCW do a large range of paints and finishes covering most railway colours and it

includes an excellent grain filler for coach sides. Details are in the full catalogue, price 7½d. post free from CCW PRODUCTIONS, Chichester, Sussex.

Tailor Made Track

A four-page leaflet from BRIAN TAYLOR of 36, Pullman Street, Rochdale, Lancs, describes an unusual jig and tool method of constructing " OO " gauge soldered track.

Working on a balsa sheet, flexible track units are assembled in the desired formation and embedded by prongs into the sheet. Sleeper spacing is automatic. The two rails are then held in the correct position by a clamp which slides along the units as soldering proceeds. Additional jigs and gauges automatically position the third rail and check rails. Others check wheel back-to-back spacing, coupling and buffer heights and so on. Anyone who is interested in this ingenious system can read all about it in the fully illustrated leaflet, obtainable for the cost of the postage from Brian Taylor.

Proprietary Conversions

EAMES (ELECTRICAL AND MECHANICAL ENGINEERING SERVICES) of 24, Tudor Road, Reading-Berks, are prepared to convert the Rovex 0-6-0T to run on B.R.M.S.B. track for 7s. 6d. The conversion consists simply of turning down the depth and width of the flanges on the wheels supplied with the engine. Scale wheels are not fitted in this case.

Other conversions are Graham Farish to Hornby Dublo, Hornby Dublo to scale, 2-rail, and Trix to Hornby Dublo. They also offer to modify proprietary locomotives to improve starting and hauling power.

Gamages Model Railway Activities

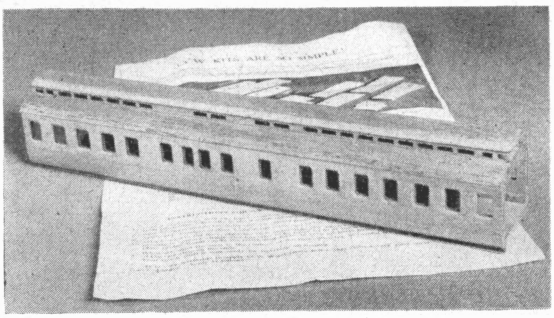
The new Gamages Book of Model Trains is out for the Christmas season and consists of 68 pages for 1s. 0d. It lists an enormous variety of equipment including all British, American and Continental proprietary systems on sale at GAMAGES STORE, Holborn, London. Almost every item is illustrated.

Once again the big layout is in operation at the store until January 31st, but this year a 100 per cent. extension has brought the total area to over 1,000 sq. ft. On this mighty showpiece all the systems listed in the catalogue can be seen and compared under running conditions.

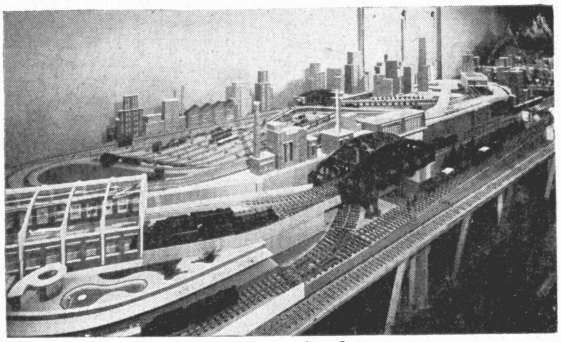
Scenic Backgrounds

A new set of scenic sheets for " OO " gauge is now being produced by B. J. WARD LTD., of 130, Westminster Bridge Road, London, S.E.1. The four sheets are each 8 in. high and 22 in. long and they register with one another in sequence. The first sheet also registers with the last so that the sequence can be started with any sheet.

Although the colours as reproduced are not quite Nature's own, the small seaside harbour with rolling hills inland makes a very attractive landscape which would improve any model country branch. The total length of the four sheets is 7 ft. 4 in. and the price is 8s. 9d. per set.



G. W. Compo. Dining Car by CCW



The Gamages display layout

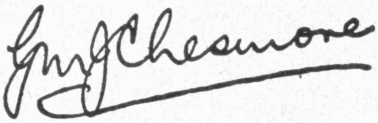
The Tri-ang Motor

I must make an important modification to last month's specification of the Tri-ang Super-Twelve motor which is selling for 6s. 6d. at several retailers. Somebody rang me up the other day to say that the gear reduction is only 20 : 1 and not 40 : 1. He was quite right, and I'm sorry if anyone has been misled. The confusion originally arose from the fact that everyone assumed the motor shaft carried a single-start worm. The wheel has 40 teeth and so the ratio was announced in more than one quarter as 40 : 1. After the 'phone call, a closer inspection revealed a two-start worm which, of course, made quite a difference ! Even when testing the motor beforehand, I hadn't noticed that the wheel was running much faster than it should have been. It all goes to show something or other !

Chairs and CHAIRS !

Apropos last month's comment on tyro customers, one reader tells me the following story which, this time, has a rather different twist.

Wanting to make up a nice scale-looking track, he went to his " local " and asked for some CCW chairs. He was handed an interior seating set for one of the coach kits !



EDITOR'S MAILBAG

Model Railway Curves

DEAR SIR,—If a comparative newcomer to railway modelling may be allowed to put in a word concerning minimum radius curves, may I say that surely the point is not so much whether we *can* employ 1 ft. 6 in. radius curves in "OO" but what our trackwork *looks* like, if we intend to aim at realism. My own layout—"O" gauge, and still in the drawing-board stage—has six-foot radius curves everywhere, excepting in one place which will be concealed behind a tunnel anyway, and I do not anticipate running anything larger than a 4-4-2T anywhere. Perhaps, if I had employed a smaller radius I could have made my plan far more comprehensive—but this would have been achieved at the cost of realism. I am afraid that when I see "O" gauge Pacifics hauling 60 ft. stock through 4 ft. 6 in. radius curves—or, for that matter, "OO" gauge "Kings" hauling their "Rivieras" through 2 ft. 3 in. curves, I am apt to think in terms of the "circle-on-the-nursery-floor" type of railway. Admittedly, the "OO" scale-gauge relationship offers more freedom, as Mr. Fleetwood Shawe points out. But surely one must call a halt somewhere.

Yours faithfully,

Worthing. "VAGABOND."

Uses for Birdcage Components

DEAR SIR,—Some time ago you published a letter of mine on the use of lead covered cable as a simple conductor for stud contact. The many letters I have received prompts me to mention another article the use of which has surprised and pleased many of my modeller friends. Bird Cage Wire and Bird Cage (or Punch) Bar from any wire shop makes in 7 mm. most excellent, cheap and rigid railings capable of stopping the heaviest locomotive at speed—if the cat gets on the rails or some such emergency arises. It also makes most excellent point rodding over anything up to 12 ft. either threaded through small brass screw eyelets which it exactly fits or through bridges of the Punch Bar if severed rods have to run alongside. It will work without bell cranks round a 4 ft. radius circle with guides every 10 in. It is, of course, purchased in 3 ft. lengths. With a 36-lever frame (mechanical) small pieces of the Punch Bar threaded on to the rodding and soldered have I found enabled me to deal with simple interlocking problems with a minimum of trouble.

I again advise ham-handed modellers like myself to cadge discarded forceps from their dentists. I think there are 8 types; and what a grip with such tiny jaws and at what useful angles !

Yours faithfully,

Gateshead. HUGH L. SWINBURNE.

Trade Catalogues

DEAR SIR,—On page 128 of your June edition we find under "Editor's Mailbag" a letter entitled "Trade Catalogues" which has our complete approbation. Various of our members are clients of English manufacturers in spite of the difficulties they realise in obtaining catalogues from these firms, and we think that many railway modellers refrain from passing orders to England for the mere fact that it is difficult for them to transfer 6d. to 1s. in order to receive catalogues. The Spanish regulations concerning the transference of foreign currency do not admit such remittances. If postal stamps have to be sent when asking for catalogues, there are similar difficulties, as English stamps are not to be got here.

Therefore, we have sometimes tried, in the name of our association, to obtain some catalogues *gratis*, in order to distribute them amongst our members, but very rarely we succeeded in receiving them.

As in other countries, the regulations governing the transference of foreign currency are similar as in Spain, we suggest it would be convenient if English manufacturers would at least be disposed to send their catalogues —on demand—free from charge to foreign model railway associations. We are sure that all foreign model railway associations would be very happy, if the English manufacturers could see their way to granting this concession.

Yours faithfully,

Madrid. GUSTAVO REDER.
Second Chairman,
Asociacion de Amigos del Ferrocarril.

What Scale ?

DEAR SIR,—I wish to protest at the growing practice ofsome of your trade advertisers in publishing advertisements without stating the scale or gauge of the goods concerned. This is most annoying, and I make it a rule never to answer such advertisements.

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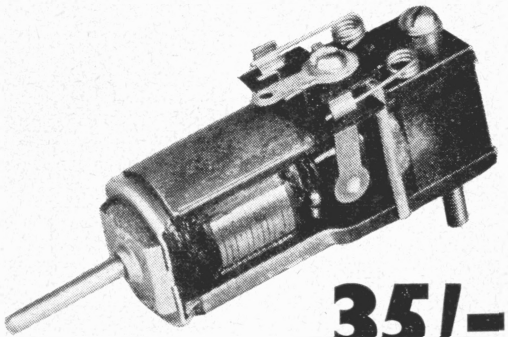

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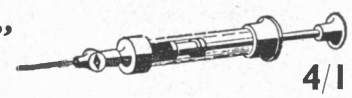

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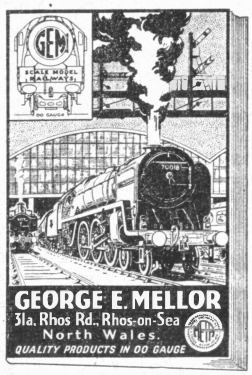

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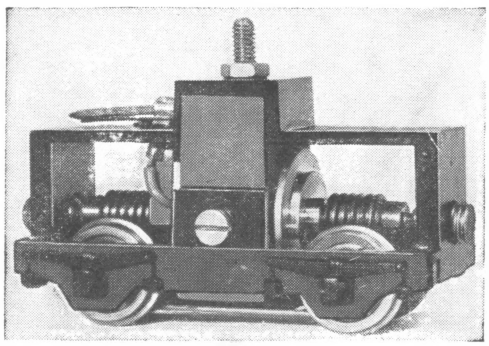

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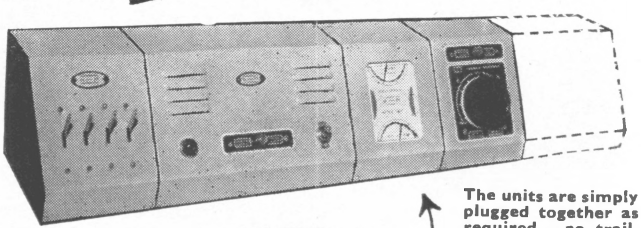

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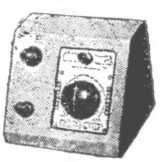

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